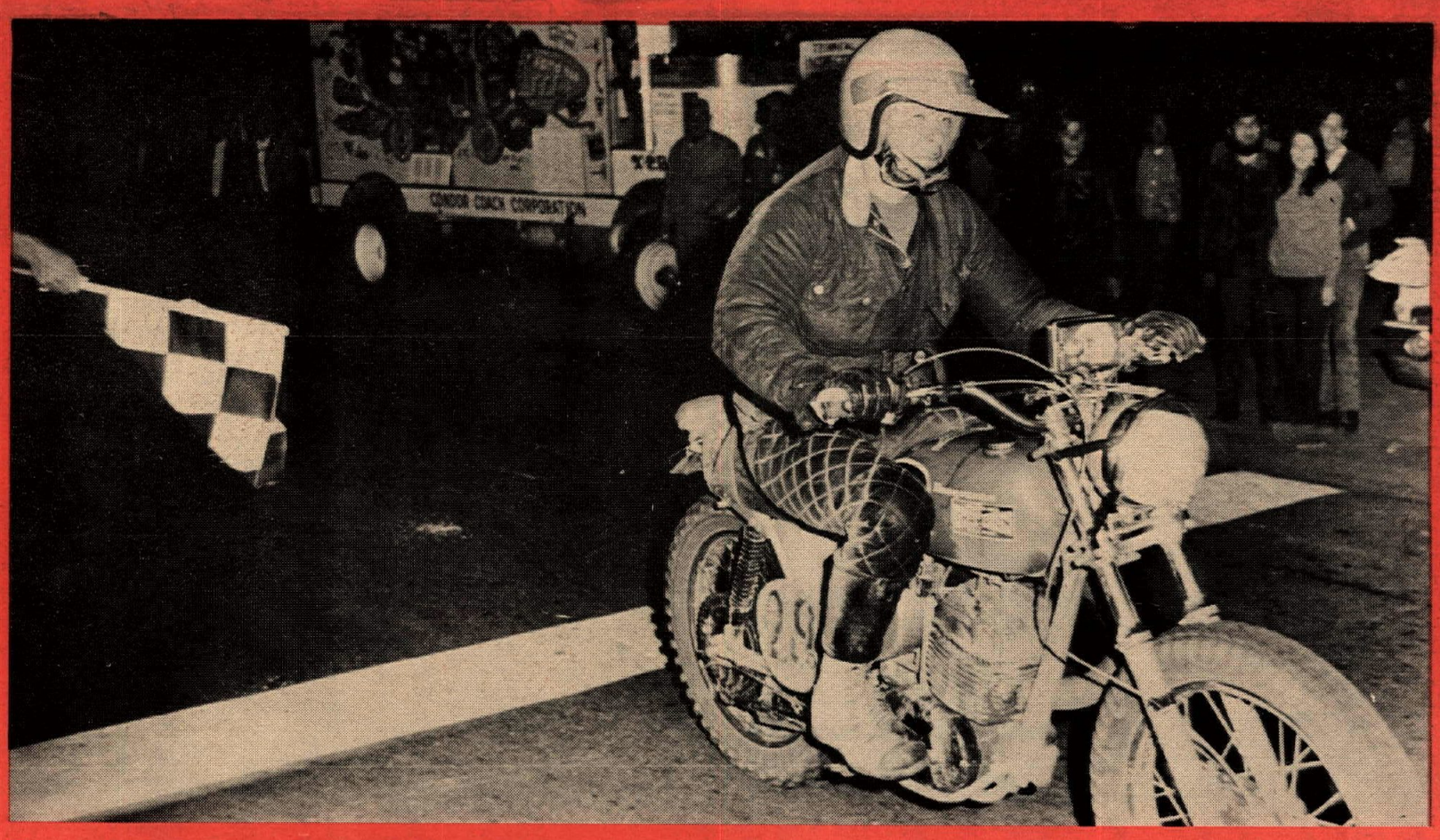
VOLUME VIII NUMBER 23 WEST June 22, 1971 PRICE THIRTY CENTS

Cycle News

America's largest and most complete weekly motorcycle newspaper

It has to be one of the closest AMA National Road Races in history...first and second was seperated by a mere six inches. To find out who the riders were, see the complete report on pages 6-7. Photo by Don Woods, Dixie Cycle News.



Malcolm Smith had the prestige of taking the checkered first during the Baja 500 but it was an ex-motorcyclist that won overall. See pages 16-17 for details. Photo by Tom Culp.

Recycle This Paper for Recycle

CYCLE NEWS
2499 Cerritos Ave.
Newspaper
Long Beach, Ca.
90801 (213) 427-7433

calendar

CALENDAR items are printed free as a public service. Mail listing to CALENDER EDITOR, CYCLE NEWS, Box 498, Long Beach, CA. 90801. CYCLE NEWS is not responsible for incorrect information.

TUESDAY, JUNE 15

SWAP MEET, Ventura Co. Frgnds. Frwy to Calif. Ave. & follow signs. Adm $1. Info: (213) 830-4040, 830-4041.

SPEEDWAY, SRA. Ventura Co. Frgnds. 8 pm. Golden State Speedway, Inc. 213/425-8575.

WEDNESDAY, JUNE 16

SPEEDWAY, SRA, Kern Co. Fairgrounds, Bakersfield, Ca. 8:30 p.m. Free parking/program. 213/793-1558.

ACA TT/ST, El Toro (Ca.) Speedway, I-5 & El Toro Rd. $5 mail (5/17), $10 post. 7:30 p.m. 714/774-3222.

THURSDAY, JUNE 17

CMC MX, Ascot Park, Gardena, Calif. $5 post. Night. 213/323-9710.

TT/FT, Trojan Speedway, South Gate, Calif. Nite. Info: 213/862-0229.

Niguel Motorcycles

presented by HRA

MX Series

Over $1,100.00 in prizes
Class winners in drawing for:
1st Pl. – 1 Honda 125cc bike
2nd Pl. – 1 Honda Minitrail
3rd Pl. – $100 Gift Certificate
Also merchandise to other class winners
Classes – 100, 125, 250, Open
Nov. – 125, 250, Open

June 20 – H.B. Cycle Park
June 27 – 395 Cycle Park
July 11 – 395 Cycle Park

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Every Thursday Night
Motocross
under the lights
ASCOT PARK
Cash for Ex. – Trophies Inter. & Jr.
$5.00 post – CMC Lic. Req. – 3 Readable No. Plates
Gates open 4:30 p.m. – 1st Race 7:30
Entries close 6:30 PM
Gen. Add: $2.95
Jr. (12-17) 1.50
Kinds (8-12) .50
Under 8 Free
With this ad 50¢ discount
P.O. Box 1402, Costa Mesa 92626

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RACING EVERY NIGHT
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PASS TWO 50¢
Savings Per Person
Show this ad at the BOX OFFICE

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HALF MILE
NATIONAL STARS
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SPRINT CARS
OFFIES - FORDS - CHEVIES
BIG DIRT TRACK

SUN. 7:30
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STOCK CAR
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18400 S. VERMONT PLENTY OF PARKING
HARBOR & SAN DIEGO FREEWAYS IN GARDENA
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FRIDAY, JUNE 18

½-MILE, Ascot Park, Gardena, Calif. Nite. Info: 213/323-9710.

SPEEDWAY, Orange Co. Fairgnds, Costa Mesa, Ca. 8:15 p.m. $2.50 adults, $1.50 (12-16), 50 cents (7-11). 213/793-3927.

PRO ST, Cal Ex., Sacramento, Ca. 8:15 pm. Class 'A'.

SWAP MEET, Weekend Sales Co., Great Western Exhibit Center, Los Angeles. $1, 5 pm-midnight. Box 25641, L.A. Ca. 213/478-7343.

PRO TT, Ore. Sidewinders. On Lawnfield Rd. nr. Clackamas, Ore. 8 pm. 503/659-1022.

SATURDAY, JUNE 19

SPORTSMAN ST, Sacramento Racing Assn. Folsom (Ca.) Rodeo Grnds. $2 ride/watch. 'C' trac. Sign 5:30, race 8. Silencers. 4555 Auburn Blvd., Sacramento, Ca. 916/481-6560.

PRO TT, Mt. St. Helens. Box 51, Castle Rock, Wash. 98611.

PRO ½-MILE, Agajanian Enterprises. Corona (Ca.) Rcwy. 8 pm. $1200 purse. Free parking. 714/735-1705.

EUROPEAN SCRAMBLES, Arroyo Racing Assn. N. of Victorville, Bell Mtn./Stoddard Wells Exit. $4 post, 10 am. 714/883-0423.

ST, cycles & cars. Almeda Spdwy, 5 mi. S. of Astrodome, Houston, Tex. 7:30 pm. $2.50 gate. 713/529-3105.

SAT. & SUN., JUNE 19 & 20

ENDURO, MOTORCYCLE ACT. McMinnville, Ore. ISDT-qualifying. 300-mile European-style. $15, Box 652, McMinnville, Ore., 503/472-3828.

MX, Mammoth Mt., M~~ose~~ Lakes, Ca. $5 (Jr.), $10 (Sr.), $50 post. $2400 purse. Box ~~ENTRIES CLOSED!~~ Mammoth Lakes, Ca. 93546.

SUNDAY, JUNE 20

ACA MX, Carlsbad (Ca.) Rcwy. $6 mail (6/18), $10 post, $2.50 gate. Extra class $1. 10:30 am. 714/774-3222.

ACA RR, Carlsbad (Ca.) Rcwy. $8 mail (6/18), $15 post, $2.50 gate. Extra class $1. 10:30 am. 714/774-3222.

Inglewood Fireman's Ass'n.

Benefit
motocross
Ascot Park
Wed. June 23
$500 PURSE TO EXPERTS
Prizes & Trophies to
Jr.'s & Int.'s.

Gates open 4:30
First race 7:30
Post Entry $5
CMC sanctioned
CMC license required

american cycle association
presents

June 20 – Carlsbad
Moto X & Road Race

June 23 – El Toro Speedway
Short Track & TT

June 27 – Saddleback Park
Motocross

For further info. see calendar or phone ACA office 10-6 M-F
(714) 774-3ACA
NEW RIDERS, THE FIRST TIME OUT, ARE NOT CHARGED POST ENTRY

ATTENTION PROMOTERS AND ORGANIZATIONS: Please send Cycle News a copy of your rules, regulations, and program for our files. Thank you.

MINI ST, MBWWRA. San Jose (Ca.) Frgnds. Use rear entrance. Noon. $2.50 race, $1 watch. Box AE, Campbell, Ca.

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post, $2 gate. 714/24 POSTPONED TO JUNE 27 eves.

MINIS, AMRA. Indian Dunes, Valencia, Ca. $2.50 post ($3 non-members). 10 am. 805/259-8000.

ACA TT/ST, South Bay Spdwy, San Diego, Ca. $5 post (250-Open), $3 post (125). License req'd. 714/774-3222.

AMA NATIONAL ½-MILE, Vigo Co. Fairgrounds, Terre Haute, Ind. 20 laps.

TT SCRAMBLES, Rock Springs M/C Assn. 3 mi. N. of Rock Springs, Wy., at Old Airport. Sign noon, race 1.

MRA MX, Carnegie Cycle Park, Livermore, Ca. 1st MRA point run, 3 plates, membership re'd. $5 mail, $7.50 post, 389 Mathew St., Santa Clara, Ca. 95050. 408/246-5660.

TT SCRAMBLES, Competition. Limed from Hwy 101 & Airport Blvd., Salinas, Ca. Sign 8 am, race noon. $2 ride/watch. 319 W. Market St., Salinas, Ca. 408/422-9809. 'C' trac.

SCRAMBLES, Vallejo (Ca.) Spdwy. $2 ride/watch. Sign 6 am, race noon. 707/644-0741.

HRA TT, 395 Cycle Park, Adelanto, Ca. Sign 8:30, race 10. $2.25 entry, $1.50 watch. Camp. 714/246-6109.

HRA MX, Huntington Beach (Ca.) Cycle Park, Talbert Ave. Niguel Series. $5.50 post. $1.50 watch. 714/246-6109.

CMC MX, Saddleback Park. Penton Series. $5 mail (6/15), $10 post. 10 am. Box 1402, Costa Mesa, Ca. 92626.

TT, Jackrabbits. Elsinore (Ca.) Rcwy. Ultra & Ltwts. sign 7 am, H'wts. sign noon. D-37 pts. 213/869-0600.

TT, Mile High. Slaughterhouse Gulch Rcwy, Prescott, Ariz. Noon. $2.50 per bike, $1 gate. 602/445-0022, 445-0315.

EUROPEAN SCRAMBLES, SRA. Limed from Calif. City, Ca. Beginners, Nov. only. Sign 6 am, camp. 714/735-4641, 213/370-8234.

SCRAMBLES, Orland. Glenn Co. Frgnds., Orland, Ca. Sign by 11 am, race 1. AMA rules, 3 plates.

TT, Woody's Racers. 395 Cycle Park, Adelanto, Ca. Sign at 9 am. $2.25 race, $1.25 adm. Benefit for new well. Women race free.

(Continued on Page 26)

RIDE WITH THE BEST
RIDE CMC EVENTS
motocross

June 20th Saddleback Park (Penton Series)
27th Carlsbad (Penton Series)
July 4th Osteen Park
11th Carlsbad
18th Saddleback Park (Penton Series)
25th Carlsbad (Penton Series)
Aug. 1st Osteen Park
8th Carlsbad

$5 mail entry – $10 post entry. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 7:30 – sign-up closes 9:00 AM – racing starts 10:00 AM. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, CA 92626.

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st THURS. OF EVERY MONTH

250 TT, 50 lap – Trojan Speedway. Guaranteed $300.00 purse. Pre-entry fee $5.00. Post Entry fee $10.00. Send entries to 5601 Southern Ave., South Gate, Calif. or bring by the track. Gates open 5:30, Close 7:00. First race 7:30. Also regularly scheduled program. For further information call: (213) 923-9132 or 862-0229.

EVERY WEDNESDAY-

A.C.A. SHORT TRACK & TT at El Toro Speedway (formerly Orange County Speedway) 23001 Valencia. El Toro, Calif., El Toro off-ramp San Diego Freeway. Pre-Entry $5.00. Post-Entry $10.00. Pits open 6:00 p.m., practice 7:00. First race 8:00 p.m. ACA license required. Pit men $2.00 membership. Guaranteed Purse Sr. Classes. Admission $2.50, Jr. (12-16) $1.50. Info: (714) 744-3222.

EVERY FRIDAY:

AMA Professional Short Track races. Capitol Speedway, West Sacramento, Calif. Quarter Mile dirt track. Ph. 916-371-7492. Warmups 6:30, races 8 p.m.

1st & 3rd SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday – Motocross – all classes 8 a.m. practice – 10 a.m. start – $2.00 gate entry – $2.00 race entry with membership, $2.50 without membership. Info – (714) 247-7473 (eves.)

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy. 71 in Elsinore, Cal.

EVERY SATURDAY

Professional TT (night) by the Mt. St. Helens M/C Club, Inc., at Castle Rock, Wash. For information write: P.O. Box 51, Castle Rock, Wash.

EVERY THURSDAY
CMC NIGHT MOTOCROSS AT ASCOT PARK

$5 post entry – 3 number plates. CMC license required. Pit gates 4:30 PM. First race – 7:30 PM. $400 purse, Experts – trophies, Juniors and Intermediates. General admission $2.95, Junior admission $1.50, Kids admission $.50. Under 8 Free. Entries close 6:30 PM.

ACE

Motocross Schedule
& up coming events

at
Indian Dunes Park

June 20 – Motocross

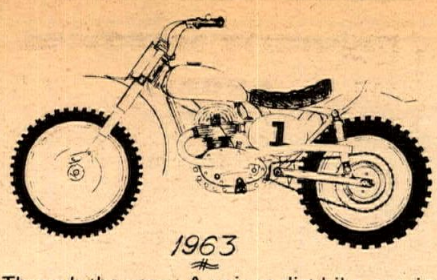
June 26 – All Junior Day *

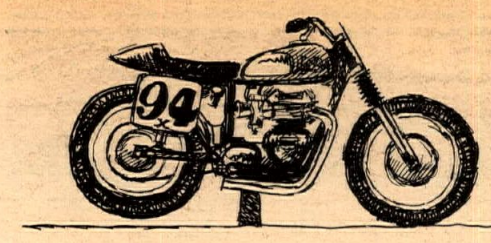
June 27 – Viking Series

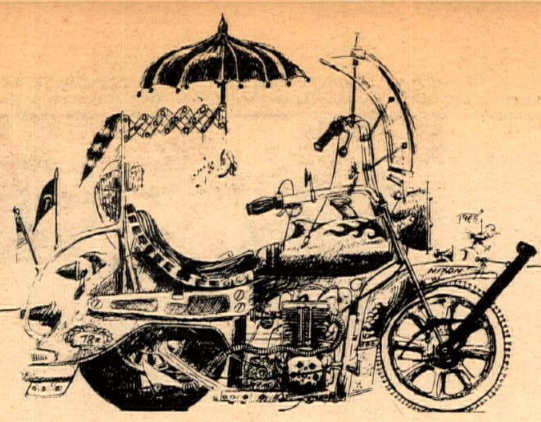
Watch for announcement of Canadian trip Series – 8 high point riders will be given a free trip to compete in Canadian races.

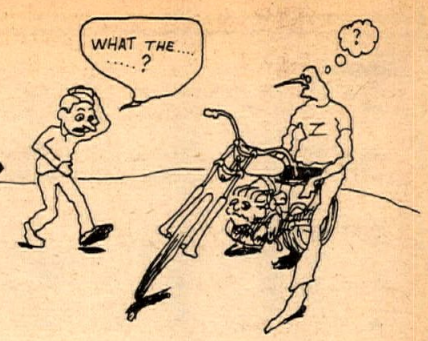
*Mail entry this event

ACE
28700 Saugus–Ventura Rd.
P.O. Box 174, Newhall, Cal.
Info (805) 259-8000









Through the years: A unique dirt bike, a serious flat-tracker, the Ultimate Hog, and recently, a surreal cartoon.

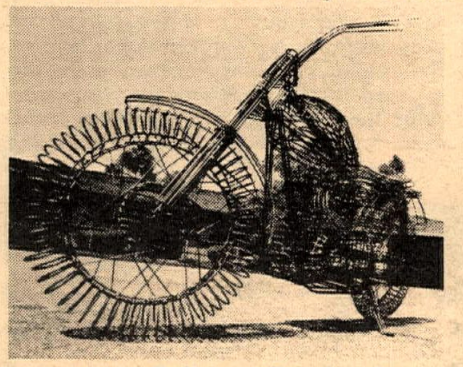
Here's an interesting racer...

By David Swift

A couple of weeks ago we received a letter from a fellow named Jim Robertson. He told us of a sculpture he had recently completed and sent along some snapshots. The letter, liberally embellished with nifty cartoons, was passed from office to office and quickly vanished. With what little evidence left, we located him in the hills of Los Gatos, south of San Francisco, where Robertson lives with his folks.

When Robertson got his first bike at 13, he spent most of his time in class doodling, drawing, and otherwise creating images of motorcycles. Some were real but most were imagined. Even with the impressive talent the young Robertson displayed then, today he is still reluctant to let the old drawings be seen by someone else.

Years later, at a point when Robertson began maintaining a level of realism, he moved in an entirely different direction. Comic books were enjoying a revival and the movement was centered in his own backyard. Local



cartoonist Robert Crumb began publishing his very own "comix", a collection of raunchy, but brilliant, cartoon strips that ought to be hidden when the minister comes over for a chat. Crumb, who did Big Brother's classic "Cheap Thrills" album cover, is generally regarded as the best of the so-called "underground" cartoonists and has had a powerful impact on Robertson's work of the last year or two.

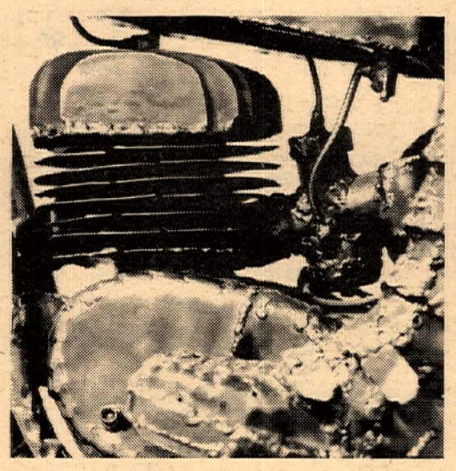
Now 23, Jim has a BA in Fine Arts from San Francisco State, ("that's really insignificant"), and is currently sitting out the reserves.

"I figured I would have gotten drafted after I graduated, so I joined the reserves a year ago. I just got off active recently." The rigid regimentation has not really bothered him, but the fact he has those monthly meetings does. He has been to Europe three times, thanks to the fact that his father is a commerical airline pilot. Another trip

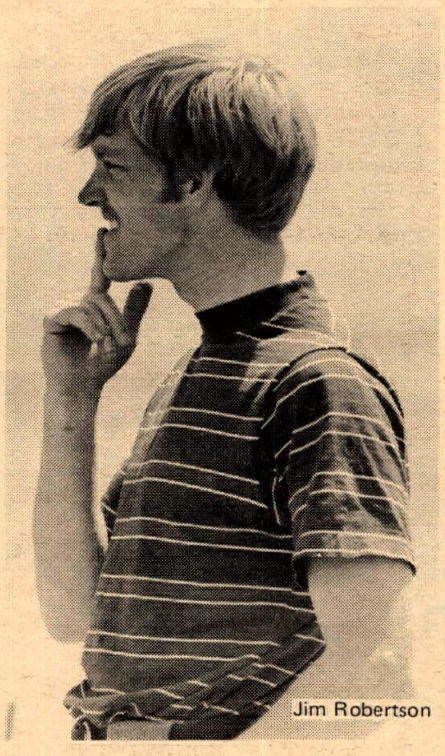
now would be nice but his current military status won't allow it.

Recently Robertson acquired a Zundapp-based American-Eagle, installed a silencer, and went racing. After a couple of times out he did well enough, finished third in a recent meeting at Santa Maria. He's back in the ol' groove.

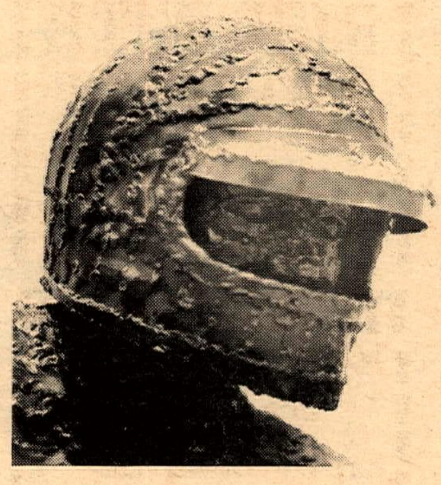
Jim is taking it easy – "just floating around, mentally. I'm not really that interested in fine art. I'm not trying to get into any magazines or art galleries. It would be nice to make a living at it, but it'll probably end up being a hobby. I consider myself an average clod and everyday guy."



The carb looks like a Bing, the cylinder looks like a Yamaha, and the lower end looks like a Montesa. The Universal Bike. Knobbies were ingeniously constructed by bending long strips of sheet metal. The helmet is a perfect proportional replica of a Bell Star. The rider's face is magnificently crafted; it must be touched to be appreciated. Superficially, the sculpture looks rough but detail, whether real or implied is uncanny.



Jim Robertson



ABOUT THE SCULPTURE

In his final year at San Francisco State, Robertson departed from his normal program and taught himself basic welding fundamentals. "I'm not great, but can do simple welds and brazing."

He has made other sculptures that were snatched up immediately, one by Taubers, manufacturers of riding leathers. It now sits proudly in their display window. Robertson is currently commissioned to do a Triumph-based model, made entirely of welding rod.

Jim Robertson's "motocross rider crossed-up in the air" (it is untitled) is the result of several month's effort. Coming in sporadic bursts, it was nearly a year before the initial conception was completed last April.

The motocrosser stands about 40 inches high and is entirely fabricated from welding rod and sheet metal. Being his first sculpture of this magnitude, it is remarkably free from aesthetic flaws. The artist is not completely happy with it, but says, "It came out a little better than I though it would."

Robertson has been badgered with a few offers, and the current appraisal is at $1000. Now he's waiting for the right person to sell it to. He lives at 2121 Via Escalero, Los Altos, Calif. 94022.

PUCH HAS PUNCH

Indian Dunes
Valencia, Calif.
June 6, 1971

125 SENIOR

Motocross

1st - JOHN RICE - PUCH

John R. has been winning races for a long time. He knows that in today's competition it takes more than a good rider, it also takes the very strongest and toughest bike to be found. That's why he picks Puch. Puch has a six-speed gearbox, real Ceriani forks, a Bosch electronic ignition, Girling shocks, a big deep-finned cylinder, a sunburst head, and lots of PUNCH! So, take a tip from John R. – get more PUNCH WITH A PUCH.

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Writin' around

By Charles Clayton

WORTHINGTON, OHIO – Nine months have passed since Russ March moved into headquarters here as the new working boss of the AMA. From that day to this, the AMA building on High Street has hummed with productive energy. When March set up housekeeping, he brought in a phalanx of new faces, creating new jobs and finding bright young motorcycle men to man them: Ed Youngblood, "Managing Editor" of the retitled AMA magazine, AMA News, but actually the public relations chief for the whole association; Mike Vancil, "Amateur Activities Director" writing an up-to-date set of drag racing rules, organizing America's 6-Days Trial teams, struggling with motorcycle club sanctions and paperwork; Chet Winter, "National Lobbyist" changing plaes at Chicago, en route to Oregon, Texas, California, Tennessee – wherever the battles are cooking.

The "old staff" is there, too, at least the ones that kept the association going through the difficult decade past: Jules Horky with his mysterious map of 6,000 sanctioned events on the office wall, winning staring contests with a wooden Indian some wag has installed in the corner (Jules used to race Indians); BeeGee Pennell, starter Duke's Mrs., who used to assign those racing numbers that contained more messages than coincidence allows (Benny Sims' Amateur number was 51m, which spelled Sim when you squinted at it; Larry Palmgren's national number was 5 so younger brother Chuck became, naturally, 6, etc.) BeeGee was out the day I visited, so I don't know what she's doing now. And Al Ismon, putting out the best magazines he's done in 17 years, now that the clamp is off, with the help of two young reporters.

Russ March has dragged the AMA kicking and screaming into the 1970's. Some of the screaming hasn't even started yet. For instance, rules are going to require mufflers on ALL machines entered in competition next year. And (let's hear it form the industry) the Joe Blow member is going to get some representation on the all-powerful Executive Board. March got the board to okay a $7 membership dues and put together a mighty attractive package for the future. Group insurance is the biggest bargain in the deal, but the individual assurance that one gets from belonging with the number one outfit in motorcycling is worth the whole fee.

It's too bad that the majority of AMA's 130,000 cardholding members only join up because they have to, to ride the events they like. As far as they're concerned, the AMA is just a dunning letter when the renewal comes due, and a lot of extra pencil work for the clubs. A few thousand are in it for the points, which the AMA's computer translates out of the club's pencil marks. Some merely like to collect pins. It's too bad they don't realize that a lot of their $7 checks go to finance the war against the anti-motorcycle forces on many fronts. It's a helluva a war (nobody gets killed), and we are winning. Nine months ago, I couldn't have made that statement.

Now that the bucks are really starting to roll in, commentator Bob Hicks, Cycle Sport Magazine, observed that the AMA is a consumers association, financed by the consumer ($7 member) and controlled by the industry (Executive Board, open only to manufacturers, distributors, and publishers in the motorcycle field). The Executive Board hired, and can fire, Russ March. It was the E-Board's decision to overrule the wishes of the Competition Congress on the 16-year-age rule, national championships and new mufflers. Hicks is right. But is that wrong? So far the Board has guided the Association better than I would expect the $7 members to guide it. As merchants of equipment to the very members we speak of, they are extra-sensitive to their wants and do their best to give satisfaction. I have seen powerful sports committees fumble and fall after the "users" have driven the dealers out. So would the AMA.

This subject is so important I shall squander another paragraph on it.

If the industry were not already interested and involved in motorcycle users activity, we should have to get them interested in it. What the AMA $7 member needs now is equal representation on the Executive Board, but I wonder if there is any $7 member ready to give up his riding time to attend all of the board meetings and represent his fellow. If there is, I think that the board can be pressured into adding a few more chairs around the conference table. That's another statement I couldn't have made nine months ago.

EDITORIAL

Write If You Like It - Too!

By John Bethea

Politicians, like all other breeds of *Homo Sapions*, are human – let's face it; they enjoy praise just as much as anyone else. Motorcyclists are just now getting into the habit of writing letters to their representatives and, we suspect, most of those letters sent are written with a bad taste in the writers' mouth.

But, even these types of letters appear to be read as several events in the past few weeks seem to show; specifically the AB 2985 which was printed in part on Page 1 of this publication three weeks ago and was since amended (although it still goes to the floor on June 17), and the action taken by the Orange County (Calif.) Board of Supervisors on June 9 in which they voted unanimously to allow a permit to be issued for a 630-acre motorcycle park and recreation area to be opened in the Yorba Linda area.

In events like these, especially in the latter case of the unanimous vote in favor of cyclists, two-wheel enthusiasts should "follow-up" on their letter-writing campaign; this time to let the representatives know that cyclists appreciate their vote.

Politicians, contrary to what seems to be the case, are not out to make enemies but, instead, make friends. A word of thanks, or polite congratulations, will be received as a welcomed change by a representative who shifts through mounds of unfavorable mail daily. We are now writing letters to stop legislation "as motorcyclists;" it's now logical to take the next step and write those representatives, who supported your view when it came to voting, and let them know that you "as a motorcyclist", saw and realized their support.

Most everyone else who writes to a representative is asking for something – if not demanding it. We, as motorcyclists, should go further than our opposition and give the representatives who heed our pleas a little boost and some form of thanks. That little action, in the long run, will go a long way; we still have a long way to go and friendly representatives can get us there a lot faster.

VOICES OF THE WEST

ONE – OR TWO?

I'm referring to the article written by John Grout regarding Jim Wilson (June 8, 1971): I'm a racer that has been following both Cycle News and Jim for several years and never have I read such an erroneous article in your paper. Where did John Grout get his information? He certainly did not see what he wrote as I was there and saw as well as many other fans.

First, no mention was made of two very positive improvements Indian Dunes had made – namely a large pipe for the starting and chain link fencing surrounding the course to keep small fry and dogs off.

The disagreement between Jim and one of the managers came about when Jim reported two riders cutting the course. He was told that the radio control man at the lower end of the track was to report numbers of any course-cutters. However, when questioned, this radio man did not even know where the course was himself and the only consolation Jim got was a shrug of the shoulders. One of these course-cutters was paid for first place in the 250 race. Jim lost his cool as I think any red-blooded American racer would when the management repeatedly takes no steps to correct this unfair practice.

Wilson was not disqualified in either race as the article stated, but was suspended for 30 days. Nor did he make any "age old gesture of insolent ill will to some spectators" as stated in Cycle News. After winning the final 500 moto he snapped his fingers and gave what appeared to be a shake of his head in disgust.

There were others there that observed the course-cutting and attempted to straighten out the management, to no avail.

Since when does a rider get cut down for attempting to race an honest race? This type of reporting is an injustice to Cycle News, the riders and, most of all to motocross racing in our U.S.A.

A motocross racer myself,
BOB BROOKS
Torrance, Calif.

John Grout reported what track officials said was the reason for disqualification and theirs was a judgment of what Jim's gesture looked like...Ed.

NO RACE TRACK

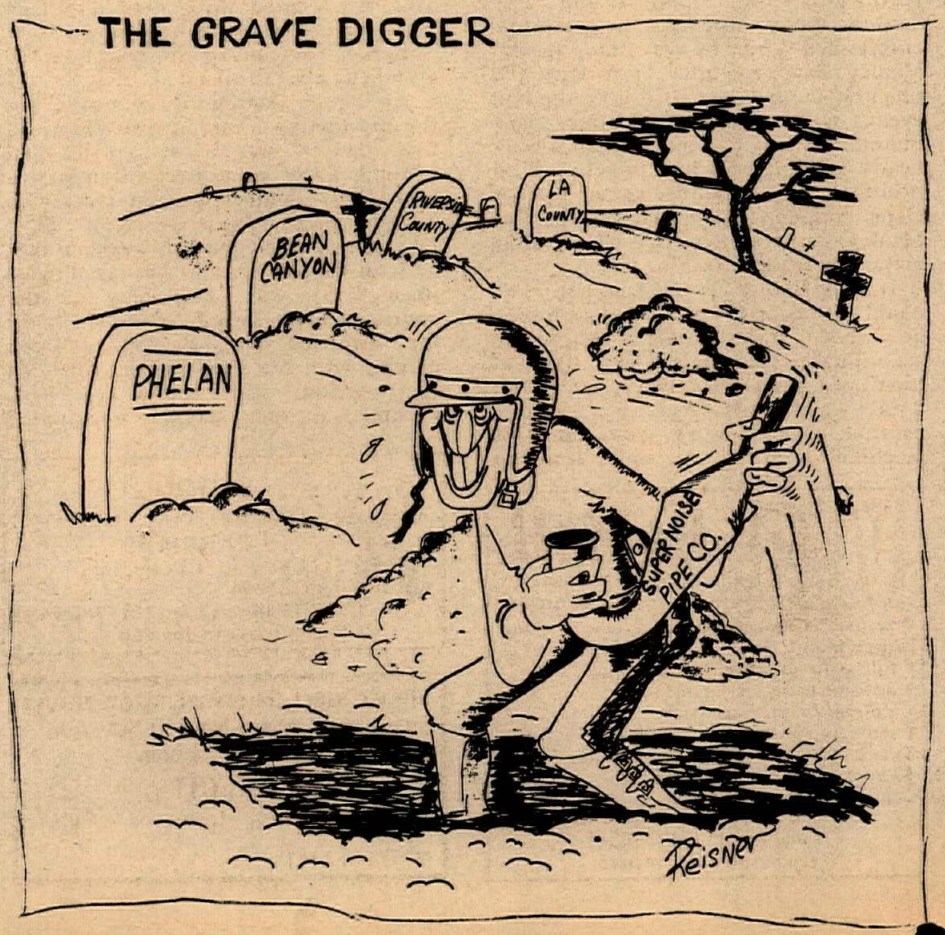
A recent public hearing with the Santa Barbara County Board of Supervisors ended with the bigoted homeowners association triumphing, and the motorcyclists receiving their usual boot out the door.

The Supervisors sent the motorcycle and mini-bike issue back to the Planning Department, who is supposed to feel out the Forest Service (Los Padres Forest) as to ideas – possibly obtaining land from them for a park, and get together with our County Parks Dept. and Commission to formulate such an area. The Parks Dept. has no idea how much work and studying this will entail, not to mention the costs involved to set-up, maintain, and pay for liability insurance.

I don't know if this is another stall, or if the board was sincere in this request. The major outcome was that the feeling of the Supervisors for "NO RACE-TRACK" was quite prevalent.

The Santa Barbara Starters M.C. (made up primarily of Motocross competitors) will look southward to Ventura County for land. If unsuccessful there, we'll approach the county in about 6-months and see what they have to say after they cool off from this last motorcycle issue.

AL BUCK
Goleta, Calif.



KERKER WAILS AT G.P. -- LITTERALLY

Bill Manley, 19, and George Kerker, 90, lead at the start of the Open Production race.

By David Swift
Photos by Marty McGillivray

EL TORO, CAL., June 13, 1971 — George Kerker, road racing's Clown Prince, arrived for the Norton GP looking for his first big win of the season. He even went to the trouble of equipping his Commando with a genuine Los Angeles Police Department regulation siren. He figured that if he couldn't pass an opponent fair and square, a short blast would cause the hapless fellow to instinctively pull over and reach for his wallet.

As it turned out, the electric-haired Norton Gang member didn't need the siren to win both Heavyweight Production and Open Grand Prix contests, but he sure kept the spectators entertained while he was doing it. Bill Manley snapped into Turn One the quickest at the start of the Production event, with Kerker tailgating. Jack Simmons was caught in traffic so it took nearly a half-lap for him to set up third position and a potential sweep for the Gang. Simmons never did get close to Manley/Kerker; these two were griding metal at a record-breaking pace.

It took George several tries before he could get around Manley, and each time he did, Bill would reciprocate accordingly. They passed each other at least once, sometimes twice, over each 2-mile circuit. George was getting psyched when Manley would put his machine in drifts and slides until he began to slow towards the end of the 24-miler. George passed him once more for good, and then lapped the fourth-runner, Ron Dayton.

Simmons finished most of the race nursing a sick bike, but never ran more than five seconds behind the leaders. On the last lap, Manley broke a carburetor manifold and coasted across the line after being passed by Simmons. Kerker flashed across the line to end a race that was, according to the official timekeeper, a full 20 seconds faster than Simmon's record-breaking run here last month. It was a bombastic performance by the Norton Gang, even though only one survived to run in the Open GP. Still, it's a good thing they didn't go fishing like they originally planned...

Kerker went on to win the Open GP with little effort expended.

His siren, temporarily removed for the production event in order to avoid legal danger, was back in place and whining away as a celebration of his lead. Dick Hammer, a great racer who was making a rare appearance on a TR-2 (it was two years ago this weekend that he won Laconia, and he has raced twice since then), was extralegally on the course and was working up to challenge the surprised Kerker, who stopped playing with his siren and got down to some serious stuff for a few laps. Hammer's amazing machine was pulling Kereker's on both straights and corners so Kerker settled back to save the bike and enjoy his ride. Hammer pulled out with a lap to go. "I just wanted the practice," he smiled.

Mike Wosniak was second across the line and the only person besides Hammer to give Kerker any cause for concern. George once slowed down so much that Wosniak pulled up quite close, giving the leader a start.

Moments before the start of the Open GP, Hammer had won the 350 GP by miles. Barry Roberts of Hollywood was the offical winner, however.

It's not always easy to keep one's mind on the racing.

Steve Froschauer on his way to winning the 125 GP.

Sidecar Ace Ozzie Auer and passenger Walt Garnett powering through turn 10 on their way to second place.

A race worn George Kerker.

Dean Hummer and Rulon Gulbransen, the sidecar team that has never lost a race they've finished, kept their scorecard clean with another unchallenged win. Ozzie Auer and Walt Garnett rode a Kawasaki-powered kneeler to a distant, but secure second.

Marty Lunde, Mike Summers and John Green rode the earlier three-lap heat as a bundle and finished with front wheels in a line, Rockette-style. The fight for the lead continued in the 12-lap final and after a good deal of pushing and shoving, Lunde broke away for the win. Green, a Northern California-based rider who's been enjoying some success lately, eventually copped the runner-up slot.

Steve Froschauer won both the 125 and 500 GP with grand margins. Another rider who deserves mention is Rod Marufas. This chap rides his very own Ossa and turns in some great lap times considering the circumstances. He won the 200 GP, finished sixth in the 250 GP, and set a new record in the 250 Thumper class.

(Results on page 24)

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BRELSFORD ACES CARRUTHERS IN

How close was it? Kel Carruthers on the outside (73) and Mark Brelsford (7) are in a virtual dead heat; but Mark won by 6 inches.

By Don Woods

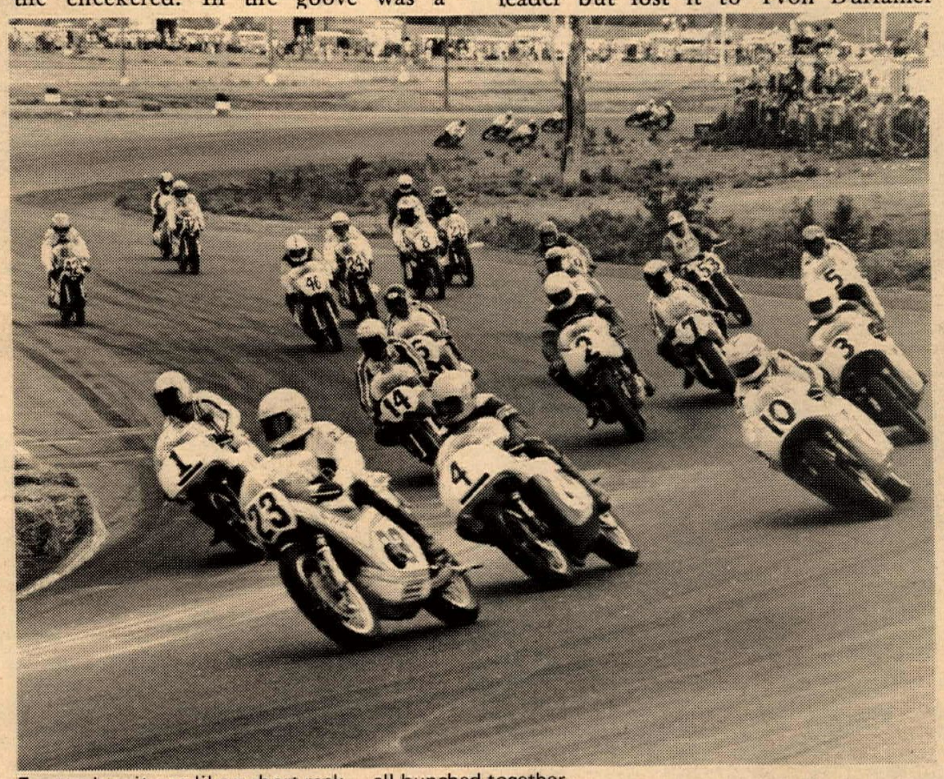
LOUDON, N. H., June 13, 1971 — The AMA held a 100-Mile National Road Race today and after 99 miles, 1759 yards and 2½ feet, Kel Carruthers — having led most of the way — found himself in second place as Mark Brelsford (H-D) won his second National of his career by a scant 6 inches.

Carruthers, mounted on the same 350 "undersized" Yamaha that startled the world at Road Atlanta in late April, appeared to be on his way to another startling win as he dominated the race from lap 20 until 53 when Brelsford passed him. Kel then scurried back and recaptured the lead on lap 56 and led all the way to the end except for the last few feet when Mark snuck by.

For most of the race, it appeared that it was between Kel and Dick Mann (BSA), the two previous National Rad Race winners, as the two put on a fantastic duel. On lap 49, however, Brelsford, seventh when Kel took the lead on lap 20, went under Mann who was forced wide when he tried to pass Carruthers on the tightest turn on the course. Mann maintained control while almost going off the track but Mark was now in second.

Carruthers, meanwhile, was totally unaware that Brelsford was his closest foe and when Mark passed him on the same turn that Mann had tried earlier, Kel shot a glance at his tuner, Don Vesco, to make sure that Mark was indeed in the lead. Vesco said yes, so Kel went to work, changing from his smooth style to a reckless catch-up pace which worked two laps later on 56.

That's how they toured the course for the few closing laps, Carruthers in first by 10 feet, followed by Brelsford and then by Mann, on their tail waiting for a mistake. On the final lap, Mark shot by on one turn but Carruthers quickly regained the lead again as they came into the final turn, 100 feet before the checkered. In the goove was a slower rider and Kel opted to go high and pass while Mark went low and got underneath and moved up along side Kel for a drag race to he line. As they crossed, one had to be right on the line to tell who won, making it one of the closest finishes ever for that distance.



For ten laps it was like a short rack — all bunched together.

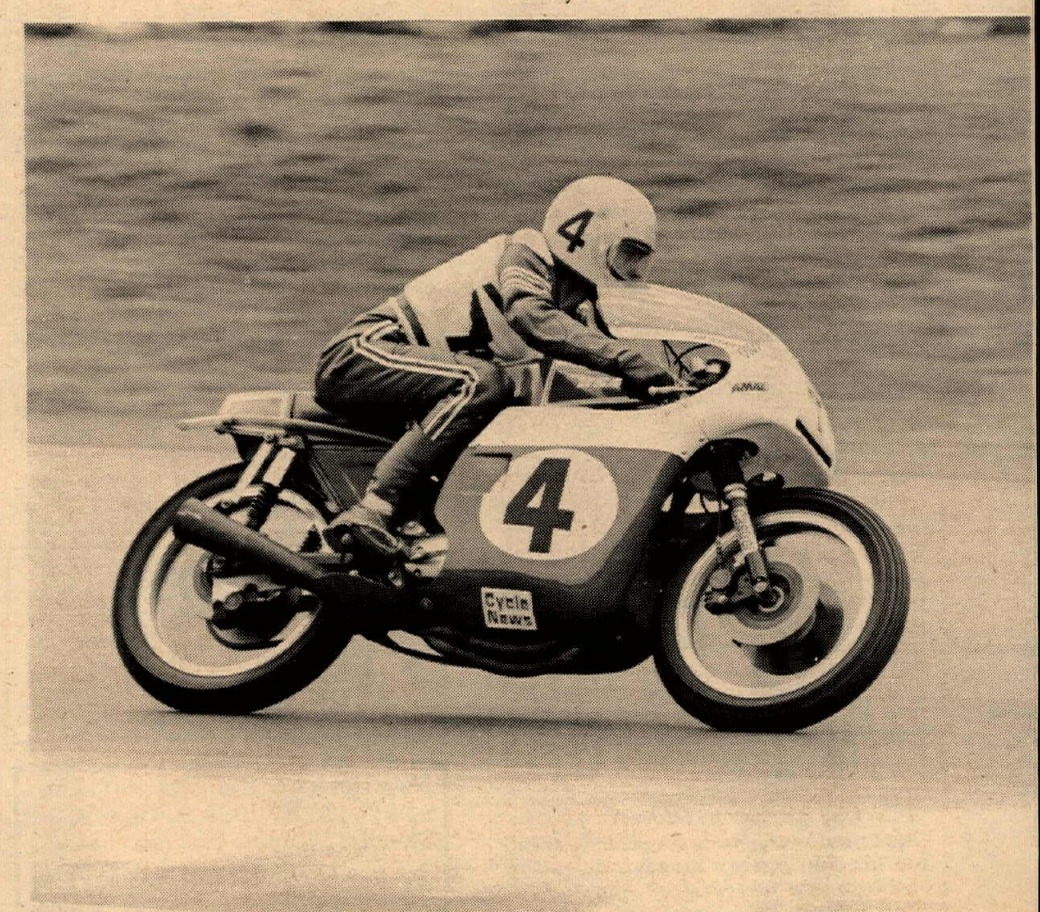
Ralph White (Kaw) was the early leader but lost it to Yvon DuHamel (Kaw). Carruthers passed Yvon on lap 12 but was himself zapped by Mann on lap 17 before Kel took over again on 20. DuHamel remained in contention for most of the race until he lost time in a pit stop late in the race and as of this time, there is still speculation as to whether he or Gene Romero (Tri) took fourth.

Another in early contention was Jody Nicholas (Suz) until he went down but wasn't badly hurt.

Brelsford explained his late drive after the race when he pointed out that he had a brand new tire on the front wheel and "took it easy" in the early stages to wear it into shape. It resulted in a bad start but Mark was able to patch things up — in the nick of time. His 54.042 average speed set a new course record.

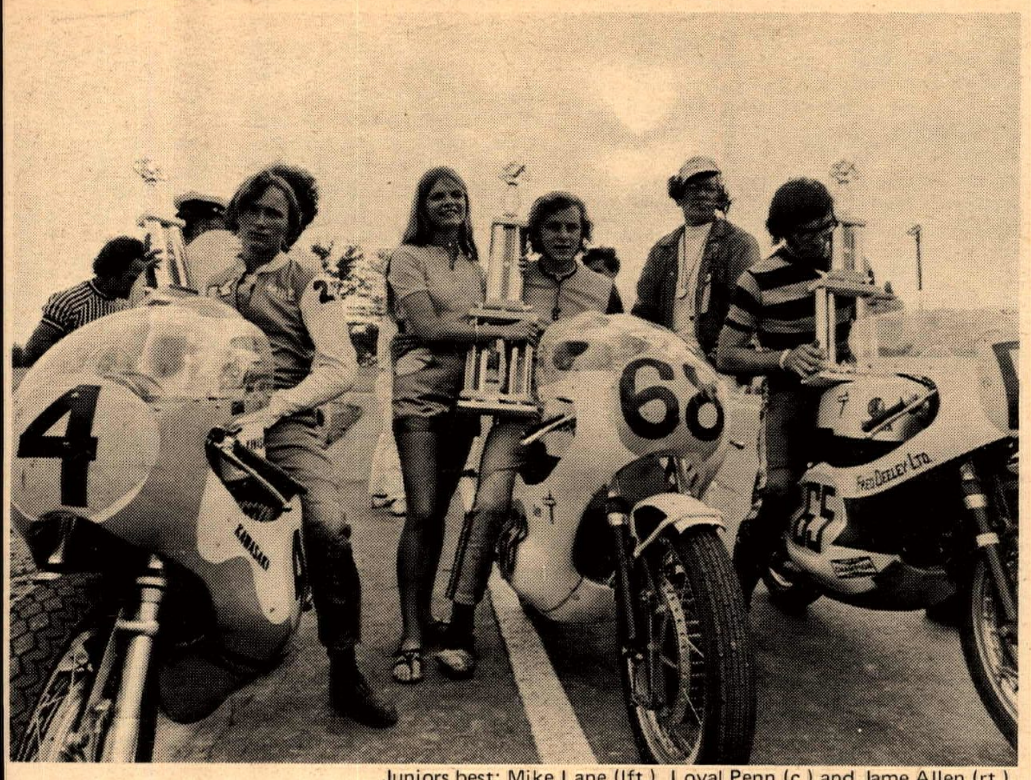
Robert Winters (Kaw) is listed in sixth position with Cal Rayborn (H-D) seventh. Cal, however, blew his engine on the last lap and this may move him down in the finishing order as it is still unofficials. The BSA teammates of Don Emde and Jim Rice were next with Walt Fulton (Kaw) following them. Southern Californian road racer Dave Damron (Yam) finished 16th to pick up his first National points of his career.

In the Junior race run prior to the National, Ken Roberts shot, as usual, to the lead and held it until lap 6. At that point, one rider went down and spilled oil all over the course and before the AMA officials were able to black-flag the race, six riders went down in the muck. At that point, Roberts led with Loyal Penn (Yam) second and Mike Lane (Kaw) third, 3.5 seconds behind Kenny.

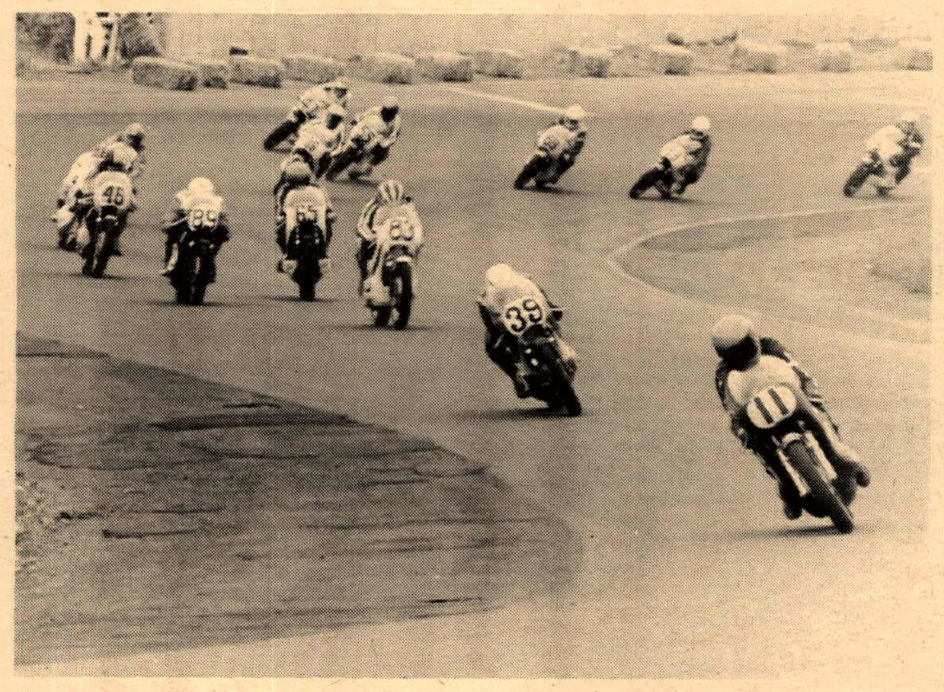


Dick Mann's third upped his lead in the point standings.

100-MILE NATIONAL



Juniors best: Mike Lane (lft.), Loyal Penn (c.) and Jame Allen (rt.).



The winner by inches, Mark Brelsford.

ON THE CLEANER SIDE

The Loudon National, better known as "Laconia", annually draws thousands of spectators for the weekend of racing and this year was no exception. An estimated 40-50,000 fans ended up camping along a 25-mile stretch of road near the course and, incredibly, no incidents were reported.

On Sunday evening, after the events were completed, local residents and officials were even more amazed at what they saw. Without being asked, and with no organization at all, the entire 25-mile stretch of makeshift campgrounds were policed by their occupants and all the trash, etc., were placed in plastic bags and placed along the side of the highway for easy pickup. And, in those instances where bags were not used, the trash was piled neatly so that it could be scooped up in one lump sum.

It just goes to show you — You meet the Nicest people on a road Near Laconia...

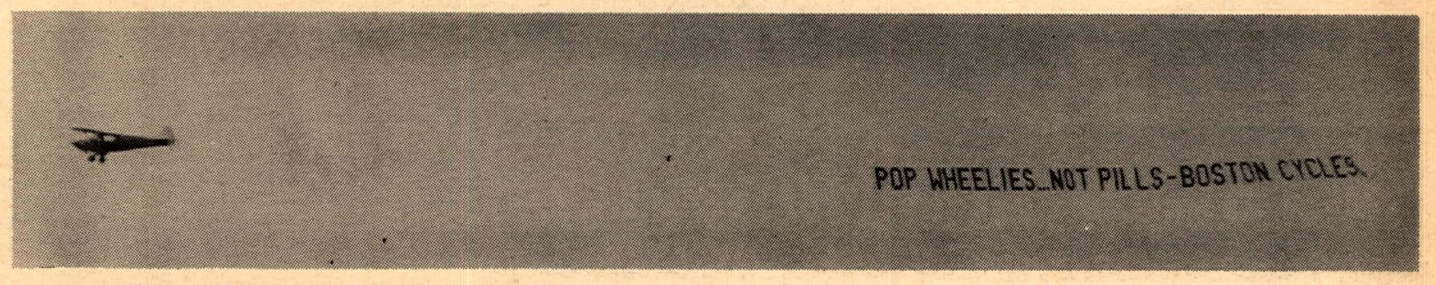
In the rider-by-rider restart, Roberts again took off with Penn second but Lane was held back 18 seconds after Roberts and this may have hurt.

Roberts again controlled the point until lap 10 when his engine blew and Penn was left with the lead and Lane in second, unable to close for the rest of the race. Penn had a fast average speed of 71.77 to win.

Saturday's Combined 250 saw the ever-steady Carruthers lead almost all the way to win. An outstanding performance was turned in by Jerry Green of San Mateo, Calif., as he kept close to Kel's record setting performance to take second. Kel's speed was 75.39 mph.

Howard Lyngaard brought his Yamaha in for the Novice victory with a speed of 67.83. John Long, however, was the strong performer as he led the first half until his engine began to miss. This relegated him to an eventual third as first Terry Gindele (Yam) and then Lyngaard got by. Howard then put his sights on Gindele but had trouble catching him until Terry's machine also began missing. Lyngaard then got by to take the win.

(Results on page 24)



UNDER HIS CHIN...

As you know by now, Cycle News has been paying contingency prize money of $100 to any rider winning a National with a C-N stickie plastered to their machine. Saturday night, a Harley-Davidson official is reported to have ordered the removal of all the C-N stickies from the Harleys competing in the National and they were removed.

Sunday when the riders lined up for the National, Cycle News' Dixie Editor, Don Woods, gave Mark Brelsford one of the small stickies, but Mark never put it on. He did, however, win the $100 cash. Why? After the race, Mark proudly lifted up his chin rest on his gas tank and what should be revealed? Although not prominently displayed, Mark was a bill richer.

POINT STANDINGS

Unofficial
(75 or more pts)

1. Dick Mann	384
2. Gene Romero	313
3. Kel Carruthers	228
4. Jim Odom	226
5. Dave Aldana	222
6. Jim Rice	199
7. Don Emde	195
8. Mark Brelsford	175
9. Chuck Palmgren	123
10. Dave Smith	114
11. John Hateley	102
12. Walt Fulton	98
13. Dallas Baker	89
14. Jess Thomas	87
15. Dave Sehl	82
16. Frank Camillieri	80

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WOODS ICES OWN CAKE

By Mike Capalite

COSTA MESA, CAL., June 11, 1971 — There was no doubt in anyone's mind that Friday night was Rick Woods' birthday as he fans had huge 'happy birthday' signs all over the place at Orange County Fairgrounds. Rick also gave himself the best possible present he could by winning every race he was entered in except his handicap heat where he finished second to Sumner McKnight.

To make the evening even more complete for Rick, his little brother Gene Woods took the win in the exhibition mini-enduro race, beating out the crowd's favorite, little Jeff Ward, but Gene didn't have an easy go of it as they were side by side for almost the entire race with Gene having just a little more engine down the straight.

It seems like the promoter has run out of competitors for Valvoline sponsored Bill Cody for the feature match races as this week's match was between two new riders who have just ransferred into the first division. While this retires Cody with an unbeaten string of victories, it in no way detracted from the show as Ed Williams and McKnight were indeed evenly paired and while it was only two laps, it was an exciting two laps with Williams inching ahead to take the checkered flag which was wielded by none other than the president of the Fair Board himself.

The track was again in the terrible shape it was a few weeks ago as a total of 24 riders went down at various times in the program. In the Division Two Main, in the first corner, Kurt Lewis, Andy Harris, Bruce Flanders and Mike Curoso piled up in one of the most spectacular crashes yet seen here with only Steve Gresham and Nick Nicolaides being able to avoid the pile-up. Everyone made it to the re-start, however.

In the Handicap Main, Rick's fans were pulling for him, but he was sitting on the 60-yard line with Steve Bast and Sonny Nutter. Off the line into the first corner Nutter got a wheel under Rick to move into fourth behind Hatcher, Gresham and Williams. Rick went to the same system that had worked all night, that of going wide and cutting back in coming out of the corner and took fourth spot from Sonny.

As Rick passed Chuck Hatcher to move into third, Gresham took over the lead from Williams, but it was short lived as Rick made one gigantic charge coming out and to the delight of his fans, passed them both to take over the lead. Nutter and Bast followed Rick into the forefront, but there was no catching the Huntington Beach flash as he stormed across for the win and the Trophy from Tustin Honda.

In the Scratch Main he was up against Nutter, Cody and Bast and that is a hard combination for anybody to beat. Rick's luck was with him as he drew the pole position and when the gate went up, he was first to the corner. But Cody was right beside him on the outside and everyone knew the outcome of the drive out of the corner would probably decide the winner. Woods got another of his terrific charges and took over the lead with Cody second, Nutter third and Bast fourth, and that is the way it went for the whole four laps.

(Results on page 24)

AMA DEFINES SUPER SPEEDWAY

A Super Speedway as defined by the AMA is a road racing facility with multiple courses within the complex. This includes road racing courses with either banked or unbanked ovals. This definition was made on June 1, 1971.

TWO-WHEELED 'FLAME'?

Pete Farnsworth and Dick Keller, builders of the Blue Flame Rocket Car piloted by Gary Gabelich at Bonneville, Utah, last fall to a Land Speed Record, are currently negotiating with a major bike manufacturer to build a Land Speed Record two-wheeler, reports the monthly publication Late Salt Report in its May 31 issue. A reliable source from Bonneville stated that the cycle firm is Honda.

Woods Wins, Scratched at Bakersfield Meet

By Sportphoto

BAKERSFIELD, CAL., June 9, 1971 — Rick Woods picked up all the marbles in the Scratch Main tonight in a great come-from-behind effort. Coming out of the first turn, Rick was third behind Sonny Nutter and 'Wild Bill' Cody. With flawless riding, Rick picked off first Bill then on the last lap, Sonny, to lead the parade to the checkered flag. When Rick moved into the lead, then won, the crowd went wild, having adopted Rick as their hero of the night. Rick was accused of jumping the start in his handicap heat, black-flagged and disqualified which put him out of the handicap program for the night. Steve Bast never figured in the competition, having problems and just motoring around the track.

A bug seemed to be after the Bast family, as in the Scratch Consolation Mike caught a whole lot more traction than he was ready for and looped his machine off the line. Larry Shaw, meantime, wouldn't let any grass grow under him and picked up the win followed by Mike Konle and Dave Gifford. Joe Fitzpatrick picked up an easy win in the Second Division Main ahead of Sumner McKnight and Billy Bad Williams. Mike Curoso, Nick Nicholaides and Ed Schweitzer all fell in a mix-up in the second lap and slowed McKnight and Williams to take them out of contention.

(Results on page 24)

Gifford Tops Cody

By Sportphoto

BAKERSFIELD, CAL., June 2, 1971 — Greg Haserot of the Black Knights Racing Team, took advantage of his 10-yard line starting position to pick up the win and the bucks in tonight's Handicap Main.

The new 50-yard line seems to be almost more deficit than can be made up in four laps, as 'Lightning Larry' Shaw could do no better than fifth. In fact, there was only one handicap race all night that was won from the 50; Sonny Nutter won the first handicap heat from this line.

'Rick-o-shay' Blake held off a determined Dave Gifford to hang onto a well deserved second. Less Chankey just squeezed in ahead of Shaw, while John Fishburn, after a brilliant ride in the Scratch Consolation, ran into problems and fell.

Ed Williams grabbed the lead from the zero line in the Handicap Consolation and never looked back. Larry Moon fought back Nutter and Mike Bast for a hard earned second. Phil Moon was fifth, followed by Stu Morley. Nick Nicolaides led from wire to wire in the Second Division Main, pursued by Kurt Lewis and Scott Sivadge.

Gifford handed 'Wild Bill' Cody his first Match Race defeat of the year in a great sprint that never saw these two more than four feet apart.

(Results on page 24)

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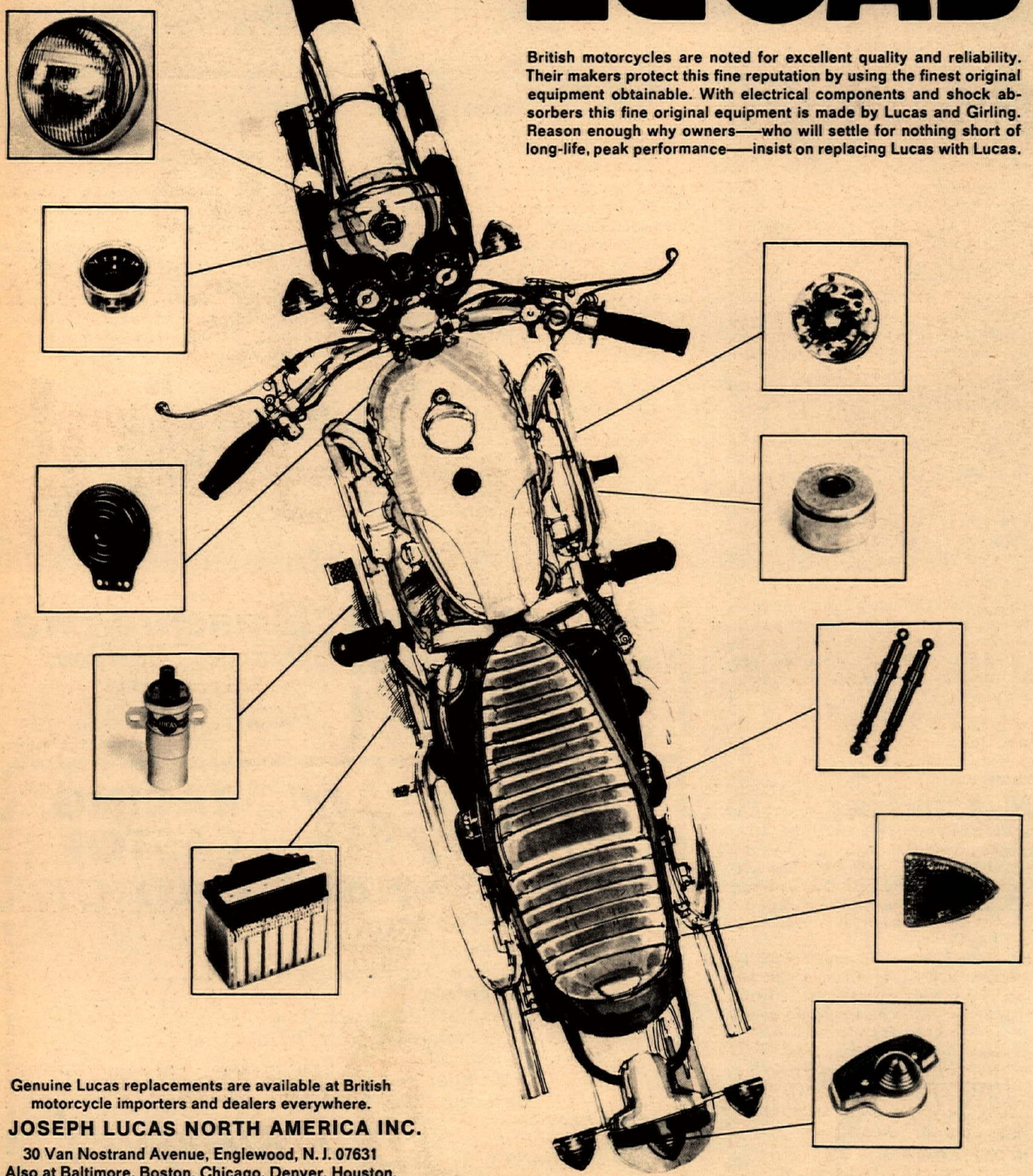

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CLARK TAKES TWO SCRAMBLES IN ONE DAY

By Dick Wright

HI VISTA, CALL, June 13, 1971 – The races today had a little of everything in them. There was a fast seven-mile course of deep sand washes and sandy trails on the Lost Angels course, a hard packed tight motocross type course on the Viewfinders side, and a Assemblyman from the 49th District of East San Gabriel Valley by the name of Pet Schabarum accompanied by the Mayor of Pomona, Dick Brownell. All in all everyone had all the racing they could handle, as the sun was out to about 90 degrees.

To start the day off, a big pack of 500 Novices went off on the Viewfinders course at 8:00 a.m. Lucky guys, it was cool, and the course was fresh, not chopped up. Near as we could figure out the winner of this wild affair was Jim Drake on a Husky, but there was a lot of lapping going on and you never know for sure when you have a hundred guys on a short course until the official score is checked.

The 500 Experts went off next on the Viewfinders course and smooth riding Rick Thorwaldson was not going to let anyone get in front of him as long as his big Suzuki still ran. He led it at the smoke and still had the lead at the end. Big Bill Bogner, No. 886, held down second and Gene Cannady was third on a Yamaha. Tom Clodt took first Amateur.

Rich Thorwaldson: proud on a Suzuki.

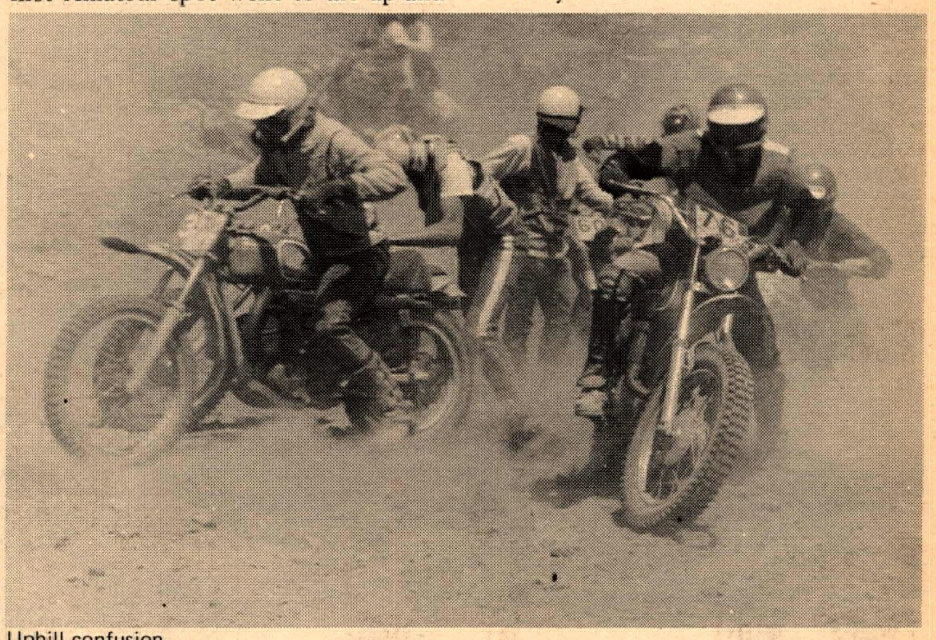
After the noon break, the 250 Am/Experts got their first ride of the day. Larry Pfutzenreuter grabbed the lead early and held it all the way. Jeff Wright moved up through the pack to take second on his 125cc Rickman and Jim Brown took third. Fourth was Dave Lewis on a Kawasaki.

The 100cc Amateur/Expert go went to Terry Clark with Mitch Mayes, second. Both were on Harley-Davidsons. Ken Buckspan was third on a Yamaha.

Meanwhile on the Lost Angels course, the first race we caught in the morning was the 200cc Amateur/Expert which Terry Clark also won. He had a good day! But it was not without a battle. Young Larry Roeseler who took second pushed all the way. Both were on Harley-Davidson. Jim Watring took first Amateur on a Rickman. A very happy Bob Anglen took a early lead in the 500 Novice battle and fought off a hard charge from a number of challengers, but was able to hold his lead and take the win for the colors of the So. Cal. Club.

The 500 Amateur/Expert was a mixed up affair. J.N. Roberts had the lead all the way but kept nursing the home check by a 100 yards and may have been disqualified. If so, Art Knapp was the winner. Both were on Tracy-tuned Huskies. Charles Curnutt Jr. was next, also on a Husky and the first Amateur spot went to the up and coming Jack Knebel. The last race of the day was the 250 Amateur/Experts. Jim Brown, No. 19x, had the lead on the first lap and Jeff Wright was again running second on his hot 125 Rickman, and Dave Lewis was charging hard in third spot. On the next lap, Lewis moved into second spot on his 250 Kawasaki and set his sights on the leader Brown but Brown kept up the pace and took the win. Lewis took a well-earned second, and Rick Shirey was third. Wayne Cook took first 125 on a Yamaha.

We got a chance to talk to Assemblyman Pete Schabarum, who represents the Pomona-Covina area. He said he "wanted to see what it's all about out in the desert, so that when the subject comes up he will know what he is talking about". Mayor Dick Brownell has been an active motorcycle enthusiast for sometime. He and his son both are members of the San Gabriel Valley M.C.



Uphill confusion.

Larry Pfutzenreuter, Bultaco's desert star, takes a smooth flight.

Buddha Returns to Elsinore

By Dottie Hampton

ELSINORE, CAL., June 5, 1971 – Buddha Bultaco riders returned in great form tonight after last week's pile-up in the first Special Expert moto, which took out four of their best riders and sent Vic Hannon to the hospital with severe injuries.

Buddha sponsored Hal Cheetwood immediately grabbed the lead in the Special Expert Main with Dave Rich second and Tom Berry (Tri.) third. Berry passed Rich's Maico on the second lap and went after Cheetwood. Finally closing the gap on the last lap, Berry outpowered Cheetwood's 250 Bul for the checkered.

The 250 Experts saw C. Soderton leading from start to finish with Randy Smith, another Buddha rider, coming from third to take a close second.

Meanwhile, Power Puff's Deb Jones held her unbroken record of wins. Even handicapped on the start, she'll come across with a great win every time.

Buddha sponsors some good Novice riders as well as Experts. This was shown in the 200 Novice class by Larry Kosch who came over the finish ahead of Jeff Dorrell, who took a second on his Kawasaki.

Also Kawasaki mounted, David Edge, sponsored by CH Motorcycles, chalked up his first victory with the 100 Experts by taking all three motos hands down.

(Results on page 24)

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European Scrambles
June 13, 1971
100 Expert Class
1st – Terry Clark – BAJA 100
100 Novice Class
1st – Bob Massey – BAJA 100

Lost Angels M.C.
European Scrambles
June 13, 1971
100 Expert Class
1st – Terry Clark – BAJA 100

HARLEY-DAVIDSON
the Harley-Davidson outperformers

Cycle News North

Spinners Ralley To Wet Cause

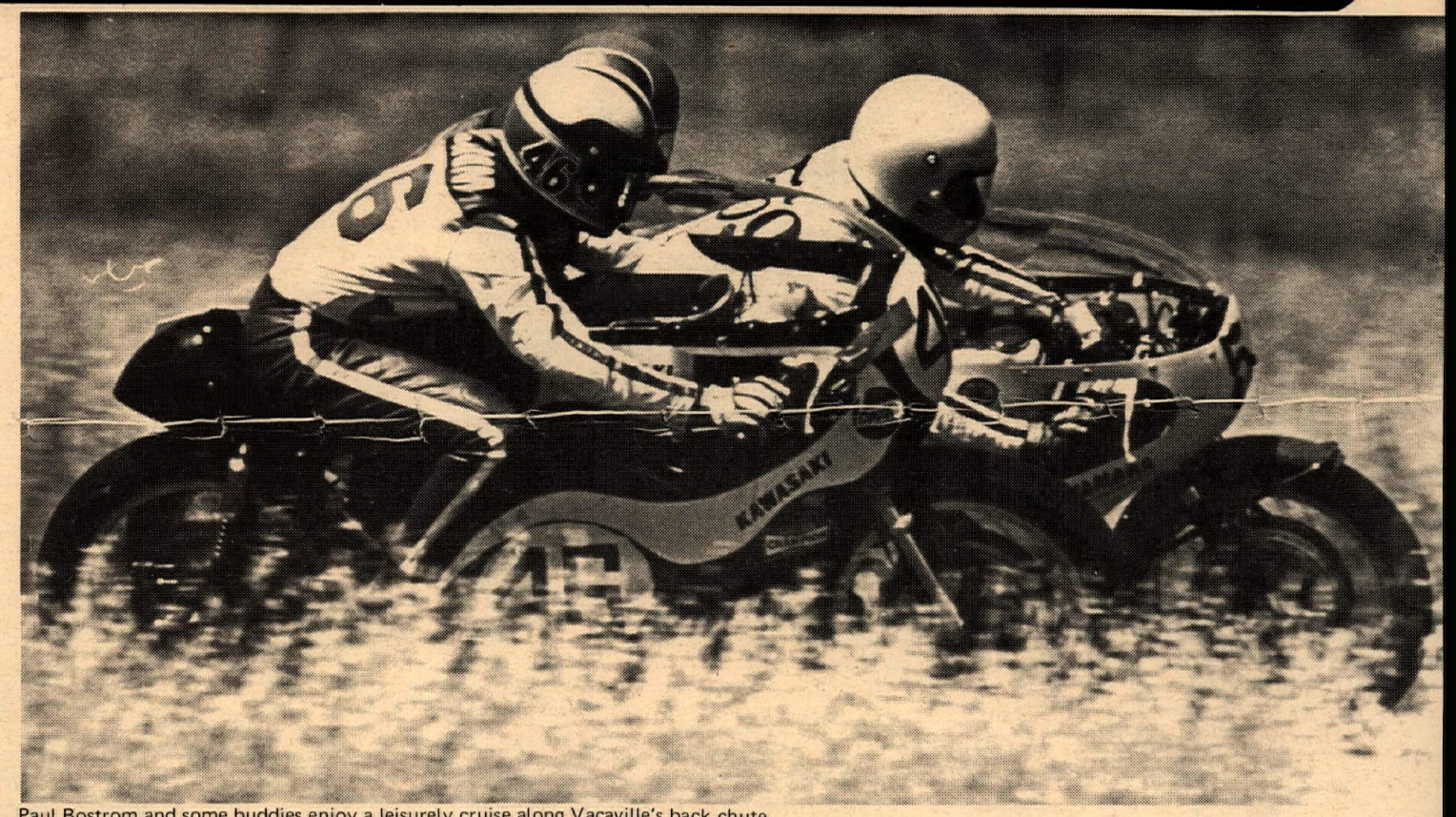
By Sportphoto

TULARE, CAL., May 28, 1971 – Again the Porterville Spinners had a scrambles scheduled for the Tulare Fairgrounds and again the rains came down the day before the race. A pump was placed in the first turn, which had turned into a major sized lake, and left to run all night. Still, the next morning, the track was 90% mud. Undaunted, the Spinners and friends set to work. By race time, although spotted with a few soft spots and a large puddle on the inside of turn one, the track was in good shape. A pat on the back is definitely deserved by the Spinners.

Lyle Moore really got it all together and ran away with the 250cc Junior. Lyle jumped right out into the lead off the start and never looked back at the battle going on between Wayne Howard and Dave Hodges for second spot. At the checkered, Lyle led by almost half a straight over Howard and Hodges.

Another run-away win was recorded by Bob Young in the Open Junior on what has to be the strongest 40-incher around. Bob pretty much held his ground in the turns, but come the straights it was banzai and he would just leap away from the pack. Bob was followed by Ken Hansen and Bud Wall at the finish.

The little guys on the 50cc tiddlers put on their usual great show as Bill Ritchey and Kirby Shropshire renewed their battle in the 50cc Junior class. These small bikes seem almost lost on a big track like this, but what they lack on the long straights, they more than make up for in the turns. Bill picked up the win, followed by Kirby and Kirk Lessley.



Paul Bostrom and some buddies enjoy a leisurely cruise along Vacaville's back chute.

Baumann Solos For Double Wins

By Sam Mangalin

VACAVILLE, CAL., June 6, 1971 – Art Baumann, taking advantage of teammate and rival Ron Grant's absence, sped to very convincing wins in both the lightweight and 500-Open GP events aboard the same machine at the Benefit Road Race held by the Richmond Ramblers M.C. The race was held in conjunction with a drawing for a new Honda 350 and other prizes, with all proceeds going to the Manor Halfway House, a local organization helping ex-convicts re-establish themselves in the community.

Perhaps it was only just reward for Baumann, who had been "robbed" of a win at the checker by Ron Grant in the previous outing on the Vacaville road course. In the big race, Baumann and several other small displacement machines were hadicapped 50 yards behind the bigger bikes. But by lap four Baumann was back in command, finishing well over half a lap in front of second place man and Open class winner Ned Marandino aboard his ageless Norton. Paul Bostrom placed third overall and took the 500 class win looking very smooth on a Kawasaki H1R. Bostrom is picking up the technique and finesse, and should prove to be able competition for some of the more highly touted boys in the near future.

The majority of the racing was sporatic, most classes being decided in the first few laps, but in the 350 GP, John Green and Bill Judkins provided the race of the day. They put their Yamahas together right from the start and swapped the lead back and forth on most every lap, sometimes several times on the same lap, as they took turns out breaking each other through the series on the backside of the course.

On the last go round, however, Judkins' Yamaha called it quits and Green found himself all alone. Alone indeed, as there were only two bikes running at the checkered, and they were at opposite ends of the course. The blistering pace the two Yamaha speedsters set just ran the competition into the ground, literally!

After the races were run, Baumann helped with the drawing, and then, collecting his victory kiss from the lovely Race Queen, there too he outclassed the field, he packed up and headed for Loudon, New Hampshire, where he will join up again with Ron Grant and have a go at the AMA 100-Mile National Road Race.

This being the first road race ever put on by the Richmond Ramblers M.C., they enlisted the talents of some AFM regulars to help run the show. They worked well together, putting aside for the time being some of the little differences that plague the AFM and AMA organizations, and provided a good day of racing for a very worthy cause.

250 Grand Prix candidates, flat out on the straight.

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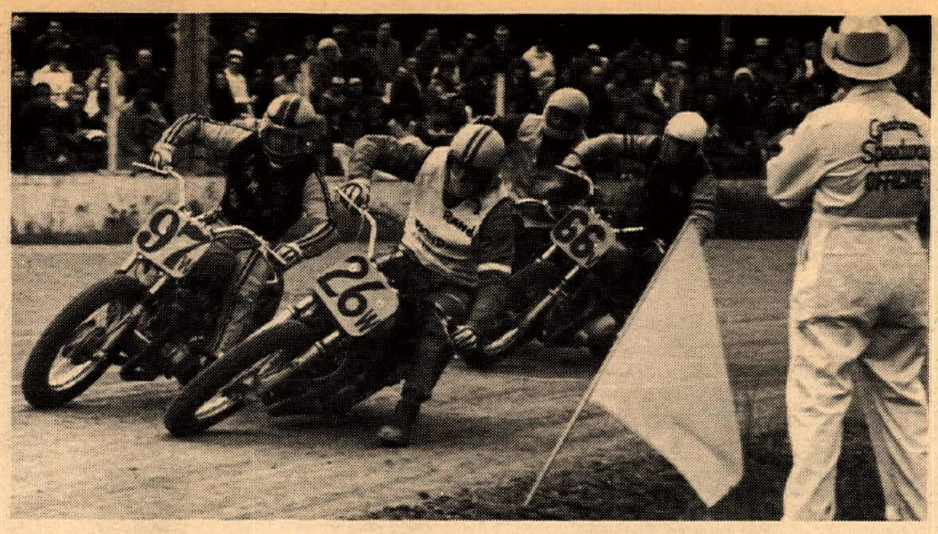

Ahola Hauls in TT Triumph

By John Francis
Photo by Lou Hudon

GRAHAM, WASH., May 28, 1971 — Fast time of the evening, 19.11, was turned in by Dave Clift on a Bultaco 250. He had difficulty later in actual competition against the larger Expert bikes. As Dave said afterwards, "Horsepower always had the deciding edge when you're dicing in the corner against other riders".

Buck Murphy won the pre-event 125 Main easily on a Kawasaki.

Paul Bostrom, National Number 46 on a Triumph, was up for this race as well as the Sunday event also at Graham. He won his heat race against Dick Waller (Tri) and was toward the front of the pack in the main when he had to pull off the track because of a mechanical failure.

Sam Martin (Bul) won the 250 Trophy Dash by inches at the flag over Gary Pugh (Yam). Pugh hit the wall coming off the last corner while Martin dove in low to edge him.

In the Junior Trophy Dash, Randy Skiver (Tri) took the win over Tom Watterson (Yam). Emil Ahola (Tri) won his trophy by a good margin for the Expert dash.

The sidehacks were out in force with four rigs competing between the heat races. Gary Regan and Jim Smith on a Triumph creation won 2 out of the 3 races for the win. Carl DeBois and Nick Nical riding a BSA setup managed a second place finish with the torrid onslaught of thunder right behind them from the 3rd place team of Indian Joe and Dennis Williamson on their Norton. In the Expert semi, a pileup off the start took 6 racers to the track. The pile of machinery and men scattered on the sweeper made everyone stand in silence waiting for the outcome. No one was seriously hurt. On the restart Roger Stanley took the win.

In the 250 Main, Sam Martin (Bul) was first off the line. Pugh was next with Jim Einarrson (H-D) and Alan Zanuzoski (Bul) behind him battling for 3rd spot.

Martin, unable to shift into fifth gear, was slowing his pace in the straight. Einarrson, however, was beginning to feel the track and had moved up to second with a lap to go. Off the last sweeper, Einarrson made his bid on the outside and took the win. Martin was second and Pugh held on for 3rd.

Skiver took the early lead off the pole position in the Junior Main. Don Lipp (Yam) was a short distance back in second while Jerry Waller (Tri) was holding Watterson off for 3rd spot. For all practical purposes this was the outcome of the race except for one occurrence. Coming down the home stretch for his final lap of victory, the drive chain broke on Skiver's bike. By this time his lead had assured his victory but as suddenly as he had taken the lead in the beginning he lost it, and Lipp inherited the win. It's almost enough to make a guy go to some drive-shaft rig!

John Bromley (H-D) was in the lead in the Expert Main. Ahola was close behind but by lap four was passed by Bostrom. By this time the three of them were well out in front but still very close together. On lap 7, Ahola slipped by Bostrom on the dog-leg. The race was now between Ahola and Bromley.

On the next lap, Bromley slid wide giving Ahola the chance he needed to grab the lead. Once he has the lead he's a tough rider to beat as the distance widened up to the checkered flag a few laps later. Bromley took second. Bostrom, with mechanical problems, had to drop out which let Don McLeod (Tri) take over 3rd place. Bob Fievez (Nor) took fourth.

(Results on page 24)

Scott Set Track Record

By Dick Sjoboen

GRAHAM, WASH., May 30, 1971 — A $1250 purse. Five nationally ranked riders appeared: Dusty Coppage and Paul Bostrum from Calif. and Mark Williams, Sonny Burres and Bill Elder from Oregon.

The track was well prepared and fast. Junior rider Randy Scott (Tri) set a new track record in time trials at 18.61.

The 25-lap Expert Main Event was won by Mark Williams (Tri). Jim Jones (Tri) had captured the lead early and maintained this position most of the race. Williams had to work his way up from the middle of the pack. On the 18th lap Mark finally had the room and the position to make his move and power by Jones.

Aside from setting a new track record, Scott (Tri) won his heat, the Junior trophy dash, then took the win in the 15-lap main.

The Novice events were fast and filled with action. Although the Novices are limited to 250cc size, it has been proved that these machines can get around the track as fast as many of the 650-750cc bikes that the Juniors and Experts ride.

During the second lap of the Novice dash, Sam Martin (Bul) and Steve Baker (Yam) locked together in the north turn enabling Gary Pugh (Yam) to squeeze by. It looked as though Gary had it made and that Sam and Steve were in serious trouble, but they stayed upright, and Baker got by Pugh for the win.

An injury prevented the Novice Main from going the full 10 laps but the race was ruled complete with Steve Baker getting the win.

(Results on page 24)

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Joyner Collects Cash

By N. A. Williams

CASTLE ROCK, WASH., May 29, 1971 — A couple of showers came down just before the TT was to start and the 110 riders held their breath for awhile to hear if the race was going to be cancelled. Suddenly the skies cleared a little and the race went on as scheduled.

Steve Baker and Jim Einarsson were battling it out for first place in the Novice Main when they tangled in the dog leg and both went down. This left the win to Eric Warner (Bul).

Randy Scott had won the Junior Dash and got a good start in the Main. At the halfway mark Randy had trouble with his Triumph and had to drop out of the race. This left the top spot to Tony Perella (Nor).

The Expert Main went along smoothly with no one down. Terry Dorsch and Chuck Joyner fought for the lead. Joyner finally punched his Triumph out into the lead and Paul Bostrom squeezed up behind him to leave Dorsch in third place.

(Results on page 24)

New Winners At Rainier

By Leanna Cram

RAINIER, WASH., May 30, 1971 — Last week's 100 A Main winner Chuck Anderson (Kaw) won his heat but finished the A Main in 3rd behind Rick Witts (Kaw) and Darrel Hendrickson. Witte took the honors in the Trophy Dash. Charles Strayer II (Pen) won his heat and took the first place A Main trophy home in the 125cc class. He lost out to Dave Haagenson (Bul) in the Trophy Dash, however.

The 200cc class saw Chuck Anderson (Kaw) win his heat and the Trophy Dash but during the A Main his bike malfunctioned and Larry Copelan (Bul) went on to win.

The 250cc class, with the largest bike turnout, saw the toughest competition. Kurt Van Hansen, riding a Rickman Special, did his usual by winning his heat but a young rider by the name of Ross Reichel (Kaw) was right on his back wheel all the way. This earned Reichel a ride in the A Main. Dave Ferrando (Yam) who took second to Van Hansen on May 23, took the honors home by a win in his heat, the trophy dash and first in the A. We'll probably be hearing a lot from these two riders.

Jim Grace and Tom Hartman were battling it out in the Open class again. Grace, on his 650 BSA, won his heat and earned the pole position for the A Main. Hartman also won his heat and a place right next to Grace. Hartman (Hus) pushed Grace all the way during the main and for a time it looked as though Hartman might pass, but he didn't have enough room. Grace went on to take the checkered flag for his second A Main.

(Results on page 24)

Harmon 3rd Then Takes Win

By N. A. Williams

CLACKAMAS, ORE., June 5, 1971 — Doc Harmon was the only successful two-class rider tonight as he powered his 250cc Kawasaki to a third place finish in the 250 Dash and A Main and returned to sweep the 500 class on another Kawa taking the Dash and A Main.

Two other class winners were also A Main and Dash winners as Rupert Dykstra (Kaw) topped the 100 class, and Mike McCall did likewise in the Open. Only Ron Denny (Bul) failed in his double-win conquest in the 200 class when he won the dash but settled for second behind Dan Dodge (Kaw) in the A Main.

Little Jeff Celoris, yet another Kawasaki rider, found his way into the 100 Beginners Dash and followed with three wins in the Beginners Motocross.

It appeared that the evening was going to be a bit slow when practice began but when it was over, 120 machines were unloaded in the pits and ready to go for a fine night of scrambles.

(Results on page 24)

baja wins again!

Desert Knights Hare Scrambles
June 6, 1971
Trailbike Class
1st — Terry Clark — BAJA 100 (8th Overall)
2nd — Mitch Mayes — BAJA 100 (11th Overall)
3rd — Larry Roeseler — BAJA 100 (18th Overall)
4th — Mike Hayes — Baja 100
5th — Jim Summers — BAJA 100
6th — Earl Roeseler — BAJA 100
7th — Rich Marks — BAJA 100
8th — Rodney Roderick — BAJA 100

1st-Girl — Lynn Wilson — BAJA 100

HARLEY-DAVIDSON
the Harley-Davidson outperformers

Scally's Sacto ST

By Bill Spencer

SACRAMENTO, CAL., June 4, 1971 — Veteran Expert Bob Scally nearly had a clean sweep in his back pocket tonight, as the Solon City Short Track continued its summer series. The Mt. View flash led off from the fastest qualifying heat with a tremendous lead in the heat only to lose it when he mistakingly took the yellow flag for a red flag.

This first heat race went to Novice Mike O'Brien with Scally a very close second spot and from that point the fastest man around the 1/4 mile oval. Scally posted the fastest Semi time and led the entire main event for the overall win and 10 points toward the series lead.

Scally's win in the first qualifying event with a 1:42:74 kept the other seven at bay and when the heats lined up, he appeared to be right in line for the big race. Starter Pappy Ford let them loose and Scally had it wired, at least until a rider fell and the yellow flew and Bob thought he saw red. He then raised his hand thinking there would be a restart, only to find out that everybody was trying to pass him. He then put on the pressure and came from a distant fifth to finish second and gain a berth in the Semi. He easily won that event and by virtue of beating Russ Powell Semi No. 2, by 2 one hundredths of a second, garnered the pole for the 15-lap main.

He led that off from the start and, except for O'Brien following him very closely for the first five laps, had everything his own way. On the fifth go-round Novice Pat McCaul and Powell were dicing for fourth when McCaul got underneath and put Powell on the ground.

Powell, a veteran short tracker, was very unhappy with this but his hot headiness got him nowhere. McCaul remained upright and finished fourth behind Jeff Hammond, also aboard an Ossa. Fifth spot went to Bob Goodman and sixth to Gary Lozano.

In the other Semi, Powell played a waiting game on O'Brien and stayed behind the league leading Novice until the last lap and then got a good drive under him to take the lead and the win. At that point, Powell had psyched himself for a good run in the main and when he fell in the main, he was very unhappy.

The 10 lap Consolation fell to San Francisco's Nick Theroux aboard a borrowed Montesa that left the Veteran Expert with a long three second lead at the end. Jim Brooks led it off, but succumbed to gear box problems at the half-way mark and was forced to take a third behind Jim Bouchen.

(Results on page 24)

SEPTEMBER — DISTRICT 36 SPORTS CALENDAR Continued

3—	Scrambles	All American MC	Fremont
	Scrambles	American Canyon MC	Vallejo Speedway
	Short Track	West Side Eagles MC	Turlock
4—	Scrambles	Nevada Trailblazers MC	Reno, Nev.
	Short Track	Valley MC	Chico
4-5-6—	Tour	Roamin Wheels MC SRRA	Pacifica
5—	Hill Climb	Campbell MC	Carnegie Cycle Park
6—	Half Mile	Barkhimer Associates	San Jose
	Hill Climb	Nevada Trailblazers MC	Reno, Nev.
9—	Scrambles	Nevada Trailblazers MC	Reno, Nev.
10—	Scrambles	All American MC	Fremont
	Scrambles	American Canyon MC	Vallejo Speedway
	Short Track	West Side Eagles MC	Turlock
11—	Short Track	North Bay MC	Santa Rosa
	Short Track	Valley MC	Chico
12—	Poker Run	Golden Bears MC	Manteca
	Scrambles	Los Gatos MC	Cycle Hills
	Motocross	Cal-Am MC	Sacramento
17—	Scrambles	All American MC	Fremont
	Scrambles	American Canyon MC	Vallejo Speedway
	Short Track	West Side Eagles MC	Turlock
18—	Short Track	Valley MC	Chico
19—	25 Mi. National	J.C. Agajanian Ent.	Sacramento
24—	Scrambles	All American MC	Fremont
	Scrambles	American Canyon MC	Vallejo Speedway
	Short Track	West Side Eagles MC	Turlock
25—	Short Track	North Bay MC	Santa Rosa
	Short Track	Valley MC	Chico
26—	Scrambles	South County MC	Hollister
	Scrambles Ben.	Stockton MC	Stockton Fg. Fnds.
	Short Track	Oasis-Scramblers MC	Fallon, Nev.
	Motocross	Cal-Am MC	Sacramento

Crenshaw Victorious

By John Noffsinger

CHICO, CAL., June 5, 1971 — Jim Crenshaw and his Bultaco again dominated action in the 250cc class by winning both the Expert Main and the Scratch Main. He appeared rather tired in the Handicap Main and did not really race with his usual "go get them" method.

Although David Vefferdo (Bul) did not place high enough for trophy honors this evening he again did show his old riding ability and, but for lack of power, would have been right in there at the finish.

Tom Southham (Bul) does not seem to be around at Handicap Main event time but when the Scratch Main Event time rolls around, there he is in the 100cc class. He is not only there, but is some 10 yards in front at finish time. Tom won his fourth straight 100cc Scratch Main here at Cycleland.

Jim Chadwick (Hon) and Jeff Damon (Bul) no longer will have the privilege of riding in the B Mains, as both gathered well deserved wins in the 100cc and 200cc Handicap Mains, and now both must ride in the Scratch events.

(Results on page 24)

Drew Drawing Points at Vallejo

By James Brammer

VALLEJO, CAL., June 4, 1971 — Larry Drew rapidly gathering points at the Vallejo TT Scrambles extended his lead with first in 125cc Junior/Expert final, and then ran off with the 250cc Expert class final Friday night.

Rick Hocking who finished second to Drew in the 250cc class followed Vic Sloan until the last lap in the 500cc class before passing to win. More woe for the high-speed class is 17-year-old John Gennai now riding a Triumph. Gennai was in third on the first lap of the 650cc class behind Ken Helling and Bill Budde. He passed Budde on the first lap and then Helling on the third going on to win.

Pat Walker advanced from the Novice class to the Junior ranks and still riding with his Novice number plate won the 200cc Junior class in a close dice with Danna Perri who pressed all the way but could never pass.

(Results on page 24)

Novices Kirk Tardoff (238a) and Bruce Rust have a disagreement during the main event.

Jim Jones Best Jumper

By N. A. Williams

CLACKAMAS, ORE., June 4, 1971 — Tonight's fast time went to Triumph mounted Jim Jones in the Expert class. Jim had a 15.45 for fast time and the pole position in his races. Jim won the Trophy Dash and Expert Main with no trouble. He got a good start and held the lead in each event.

The Expert Main saw two men down and one dropped out.

Glen Adams, National No. 83 and Norton mounted, dropped from the race with bike trouble in the fifth lap and Chuck Joyner, one of the Northwest's better flat-trackers, went down hard in the sixth lap. Chuck had been battling it out with Ed Herrmann (Tri), for second place when he went down on the uphill corner.

At the end of the white flag lap Joe Herndon (Tri) went down in the corner and was in the middle of the track when the leaders came around for the checkered flag. The other riders got by him alright and finished with Jones first, Herrmann second and National No. 73 Sonny Burres third.

Although one of the track's favorite Juniors was missing tonight (Randy Scott, Tri., was zapping it to 'em at the Louisville National), it was still a good race.

Gary Kapus (Yam) won both the Trophy Dash and Main but he had Tony Perella (Nor) right on him throughout the dash. Chuck Voss (Tri) jumped up to take second in the main when Perella went down. Perella had been running second, and finished the race but was in last place.

In the Novice class Steve Baker again rode his Yamaha to a double win. He finished first in both the Trophy Dash and Main Event.

The spectators were beginning to think the Novice Dash was never going to be run. On the first start, Baker went down in the first corner. He got up but was limping badly. He did get back on the line for the restart during which Ron Olson (Kaw) went down in almost the same place Baker had. The third time out almost was another dud when Larry Goodman (Bul) lost control but gained it again and again almost lost it but managed to stay on his wheels after all.

The Novice Main saw Olson down again but back in to finish last. Baker got a good start in the main and held it all the way.

(Results on page 24)

Emler, Nerseth Stop Limbeck

By Larry Ulrich

BEND, ORE., May 30, 1971 — Riders from four states competed in today's motocross with one trophy going back to California and one trophy going back to Colorado.

It finally happened, Randy Limbeck met his match as Keith Nerseth, riding a Maico for A-1 Cycle in Eugene, took the lead in all three motos never to be challenged by Limbeck. Limbeck got unusually bad starts in all three motos with a first lap position of 10th and worked his way up to 3rd. In the 2nd moto Limbeck came around in 4th position, only to work his way up to 2nd, but by this time Nerseth had too much of a lead. The 3rd moto was another bad start for Limbeck and by the time he fought his way up to 2nd Nerseth was again too far away to catch.

One thing that apparently was bothering Limbeck is that he was riding Poweroll Performance' 125 Honda and had finally worked past Hawthorne, Calif. live wire, Don Emler for the lead in the 125 class only to have the bottom fork tubes drop off completely, resulting in a very hard spill. This undoubtedly slowed him up in the 250 race. The spectators hope Nerseth comes back for the next event to see him race with Limbeck again.

All classes had enough riders to make an interesting race. This rough track is getting a good reputation for good trophies and is oiled and watered for dust control with two big mud holes and a sand trap.

With Limbeck out of the 125 race, that left it up to his brother Rick to try to defeat Rickman mounted Emler. In the first moto Rick did beat him due to Emler's expansion chamber falling off. However, Emler won the next two events with Limbeck wishing he had his old DKW that he was used to, instead of the brand new Zundapp. He likes the Rickman, but only had it two days prior to the race. Never the less, Emler gets it on.

Next motocross is June 20 with 40% trophies.

(Results on page 24)

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John Gennai

Lower Cycle Hills Track Opens

By Bill Spencer

MORGAN HILL, CAL., June 6, 1971 — Opening the lower track of Cycle Hills was quite a chore for the Palo Alto M.C. and even though they did not receive a large turnout of riders or spectators, the count of 200 riders kept the day's races fast and just enough to please one and all.

District 36 Number One rider and National Scrambles Champ Jim Foley was on hand to watch but not ride as his shoulder separation will keep him out for a week or so more. His attention to the races shows what a great Number One he is, "got to watch the competition" was his comment and watch he did, as in the 250 Expert and 650 Expert, it was arch rival John Gennai the winner in both mains.

Gennai has an uncanny ability to ride both machines with as much expertise as any one man that sticks to one machine. Throwing around the heavy 650 Triumph appears to be as easy as the 250 PurSang.

In the heat of the 650 event, Bill Landsborough led it off and after three laps Gennai dropped underneath the No. 17 rider and they barely scraped leathers as Gennai went on for the win. The main was a runaway with Landsborough an easy second and former Ascot TT star Bruce Anderson working up to finish third.

In the 250 Expert run, it was another easy victory for Gennai with Pat McCaul providing much of the excitement as he and Lee Seidel diced for second spot. McCaul would power slide many of the corners and seem to get loose while Seidel would stay straight and hope for a mistake that never seemed to appear. They crossed the finish line in that order with John Hlebo working through crashes to finish fourth after starting last.

Mike Kenyon would up a double winner for the first time in his short racing career of less than a year. The youngest Kenyon racer took a second in the 500 Jr. Main behind Jim Decker and a third in the 250 Jr. behind Ron Valente and winner Henry Sanchez. Sanchez took an early lead and was never headed while Valente held on for the second with Mike working very hard to take the third. His ability to powerslide out of corners makes him another spectacular rider.

Jeff Hlebo is on his way to a career as a motorcycle racer of note with a great win in the 250 Novice Main over Doug Wright and Scott Williams. Hlebo will have to race against his older brother, John, soon and that should be a great show. Between John and Jeff and brother-in-law Scott Williams, that family has a lot to offer.

Craig Rogers won yet another 350 Jr. Main but this time it wasn't quite so easy as Charlie Ivie kept him honest. Ivie followed Rogers' Kawasaki very closely in the heat and when he made a mistake, Charlie tuner's 350 Bultaco was ready and was the winner. Rogers got an early lead in the main and Ivie had to settle for second, his first trophy in over two years after a very bad crash and broken leg at Hollister, Calif.

Fernando Sanchez had a terrific battle with Adam Sabedra in the 650 Novice Heat and Main, much to the delight of all those watching. Both riders kept up the hard charging throughout both races and were never more than a few inches behind one another. Sanchez was the winner in both cases.

Tony Gonzales repeated his last Sunday's win at Hollister, this time over Thorton Smith, in the 650 Jr. Main.

(Results on page 24)

CYCLE PARK FOR SANTA CLARA

Santa Clara police department is donating 115 acres of land to be used as a permanent cycle park. As a result of efforts by the local motorcyclists and patrolmen, the refurbished golf course will open soon, possibly June 27, with a motocross.

The course has three lakes and is close to downtown Santa Clara. According to Tim Myer, head of the Motorcycle Racer's association, it is "very quiet".

Gennai Spoils Renslow's Return

By Bill Spencer

HAYWARD, CAL., June 5, 1971 — A new coating of dirt was added to the Hayward Speedway over the Memorial holidays and, while not yet really set, when it is finished it will add to the safety and speed of the track. The safety consideration will be that of increased banking in the corners while the speed will be the ability of the riders to pass on the outside, thus removing the stigma of the groove that keeps riders from attempting to pass in the corners.

The first night's activities saw the track in relatively good shape although still a little choppy after being graded and rolled. Bub Smith christened the races with a win in the 650 Expert Main, his first in quite some time. The race also saw a rare spill by veteran Expert Rick Otto; no harm or hurt but an exceedingly rare occurrence. Fred Cziska held up second place over Dan Hughes who barely made the race after a late arrival.

The 500 Expert Main was a different feature of the night as the first three finishers all were riding Montesas. Pat McCaul borrowed "Arnie" normally ridden by Craig Filmer and won the affair over Rick Hocking, who is normally astride a Bandido. Vic Sloane rode his regular mount out of the Selby stables to third.

Gary Vanderpool pulled off an easy win in the 500 Junior Main with a hole shot off the starting grid that left the rest of the pack pulling for second. Dennis Tomberlin finally got that second spot.

Mike Renslow returned to the racing scene after a four week layoff due to a broken collarbone and even though it still pains him, he rides to win. He led off the 250 Expert Main and had all in check until District point leader John Gennai pulled out all the stops and let fly. Gennai is definitely one of the most spectacular riders to come on the scene since the days of Jim Rice and Al Kenyon. Gennai outdistanced Pat Hennen with Renslow holding on to third for his first point pick up since early May when he was the point leader.

Glenn Thurman came out the winner in the 200 Jr. Main over motocross ace Ron Self. Young Self can normally be found astride a Charley Brown C-Z chasing the likes of Bob Grossi and Brad Lackey, but tonight he just wanted to keep his hand in practice on the flat track. Third went to Gary Tonda.

Alex Jorgensen tripped over from Stockton again and for the third straight week, was the winner in the lightweight Expert run. This week's light turn out of riders made the class a 100/125 Jr/Ex. race but nonetheless, Jorgensen made it three wins in a row.

With the accent on youth as much as it is, the likes of Charles Cole is the essence of it in motorcycling. Whe he is of dimunitive size while standing with his fellow riders, he is a big man astride his 125 Yamaha and was the winner in that Novice class over Mike Moore and Bob Hammond. As motorcyclist go, being built close to the ground only aids in going WFO.

(Results on page 24)

BUCO RELOCATES

Buco, manufacturer of motorcycle helmets and accessories, has moved to 16055 Ventura Boulevard, Suite 1004, Encino, California 91316. Phone: (213) 981-0616.

INTER-AM SITE CHANGED

The fourth site in this summer's 250cc Inter-AMA, planned for July 18 at Confederate Park in Selma, Ala., has been changed to the Orlando Sports Stadium, Orlando, Fla., reports the AMA. The date will remain the same. Further information can be had by contacting Russ Coe, 3456 Astoria Court, Winter Park, Fla., 32789 or phoning 305/671-1498 or 847-6075.

SPEEDWAY HANGUP

Manufacturers of speedway motorcycles report that they are unable to supply the number of machines necessary for a nation-wide speedway circuit in America, reports the AMA. It is also reported that most of the tracks currently being used for speedway in this country do not meet FIM standards.

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4th — Randy Mulligan — BAJA 100
1st Girl — Lynn Wilson — BAJA 100

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L.A. SWAP SET

Another cycle swap meet is scheduled for the Great Western Exhibit Center June 18. Spaces are available at $5 or $10 a short, or can be reserved for $15. Shoppers pay one dollar and can oogle merchandise from 5 to midnight.

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DeSoto Sweeps San Antonio Motocross

By Pete Szilagyi

SAN ANTONIO, TEX., June 6, 1971 – John DeSoto and Jack O'Leary wowed the crowd today at San Antonio Motosport Park. The visiting Californian managed three wins in the 250 class but had to catch and pass O'Leary in all three motos.

The fine, new Motosport Park motocross track has plenty of wide, sandy corners and abrupt elevation changes for the Maico go-boys to work out on.

In the first moto John passed Jackie as they flew through the air about ten feet off the deck. They rode the next two laps like a pair of Siamese twins until O'Leary lost it in the sandy switchback. A determined Jackie kept on truckin' through the next two motos but that Hawaiian was flyin'.

O'Leary would always get a better start than DeSoto, but a momentary bobble or wide slide would permit the smooth Maico factory-man to pass.

DeSoto was not accustomed to riding under the hot (97 degree) South Texas sun and shed his fancy riding gear in order to keep cool. Charles Eckhart rode his Bultaco to a solid third place followed by more tired champ-chasers than we have room to mention.

Rocjard Bigley came out of retirement today with a new scooter and new enthusiasm to give Scott Elliot a good chase in the Open class. Superpatriot Elliot aboard his red, white, and blue CZ had to work for first place money. Hard-charging Bigley on a big, red Maico 400 was trying to pass him at every turn. Elliot kept his cool and Richard had to settle for a trio of seconds. Husky rider Jeff Clark, just getting his feet wet racing with the big boys, rode to a creditable third in class.

Baby-bore superstar Steve Stackable watched glumly from the sidelines as Gary Bigley was first in line at the 125 Expert pay-window. Steve was put out of the running by a recalcitrant ring-ding. Bigley, kin to heavyweights Al and Richard, rode his Yamaha AT-1 to three wins in his first appearance since sustaining a broken hand in February. The rest of the field was well spread with Tim Wagstaff (Pen) and Don Oates (Yam) picking up second and third place shekels.

Jack O'Leary tried to give DeSoto a tough time.

Maico scored again as Bob Abbott rode his 250 to a Junior class win. The youngster from the gulf town of Port Lavaca, Tex., let the rest of the Junior 250's know his intentions as he ran away from the pack in all three motos.

Former Hodaka pilot Jim Walker grabbed a solid second on a borrowed Husky. The 250 Junior class was a bit sparse today because the faster beginners opted for the big coin race with DeSoto. Other Junior winners were Rex Easley and Bill Goss riding Honda 100 and 125's respectively.

John DeSoto in Texas.

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Hershey, Darnell Showdown Tops Oak Creek

By John Bethea

MOJAVE, CAL., June 13, 1971 – A very young Kenny Zahrt, experienced veteran Jim O'Neal and a determined Bob Hershey wound up as the big money winners today at Oak Creek Ranch's $1000 motocross.

Zahrt (Bul), who turned Expert only two weeks ago, had little trouble in winning the 125cc class as he garnered a first in the final two motos after finishing a close second to Ricky Brown (Car) in the first.

In the 250 Sr. class, Zahrt was again straddling the start line but here his inexperience showed while in the first moto, dumped it after the jump going toward the finish line on lap two. "John Rice told me that when I was in a fish-tail to pour on the throttle and I'd get out of it," Zahrt said after the day's races.

"That's what you did wrong," answered Doug Grant, AJS works rider also competing today. "You turned it on while you were sideways and the bike just slid out." And Grant ought to know, he was trailing Zahrt when the mishap occurred.

This wasn't the only spill that Grant witnessed in the first 250 Sr. moto. After gaining a lead at the start, Grant was quickly overtaken by the very fast Husky rider Bill Clements.

Clements, obviously attempting to push himself hard to get in shape for the European invasion later this month, built a good lead but kept gassing it every inch of the way until, just past the finish line of lap three, he appeared to lose control in a gas tank-handle bar slammer and dumped it hard. Apparently, he knocked his wind out either by hitting the bike as he fell off or landing on the ground very hard. Whatever, he laid motionless on the track while the promoters attempted to halt the proceedings, so that an ambulance could get to Clements.

Here, trouble brewed as the finisher tried stopping the charging riders first with a red flag, then with the checkered, which confused the riders greatly.

After Clements was placed in the ambulance, the promoter, Ken Beach, decided to have a restart, which brought some harsh comments from a few of the riders including O'Neal, who had taken over the lead after the crash. Later, however, the promoter decided to count the unfinished first moto into the scoring and so four motos were used to decide the final results.

On the restart, Jim Wilson (CZ) preceeded to do what Clements had tried, this time without a spill as he won going away. In the next, O'Neal garnered the lead which he never lost for the rest of the day to take first overall with Wilson second and Grant third.

The Open Seniors began the day looking like a fine showdown for both riders and spectators but its outlook soon changed with Clements out for the day (although he never left the park in the ambulance, Bill opted to retire for the day and left early). Then, early in the first moto, Chuck Minert (BSA), while running fifth, apparently detected something he didn't like and rode off the course with more than a lap still remaining. Also, O'Neal, still upset with the way the first 250 race was restarted, decided not to run in the Open, "Besides," he added, "this wind and dust makes one race enough for a person."

Those that remained, however, put on a fine show which was never decided until the final checkered of the day.

Russ Darnell (Suz), who has been having trouble with his jetting, ("I've changed it five times in the last five times I've raced and I think I've finally got it close to right...") snugged the inside line at the start line and pushed off to a first into turn one each time he started. But, in each case, he dropped back one or two positions at the final tally.

In the first, Jeff Robertson (CZ) claimed first with his Mid-Valley teammate Bob Hershey second and Darnell third. These three put on a fantastic duel all the way with the distance between Darnell and Robertson a scant 60 yards at the end.

After Darnell took his early lead, it appeared he might hold it. But, Hershey, who rode the first moto entirely with a flat tire, had one filled with air this time and took the lead on the downhill facing the finish line and led for the remaining two laps.

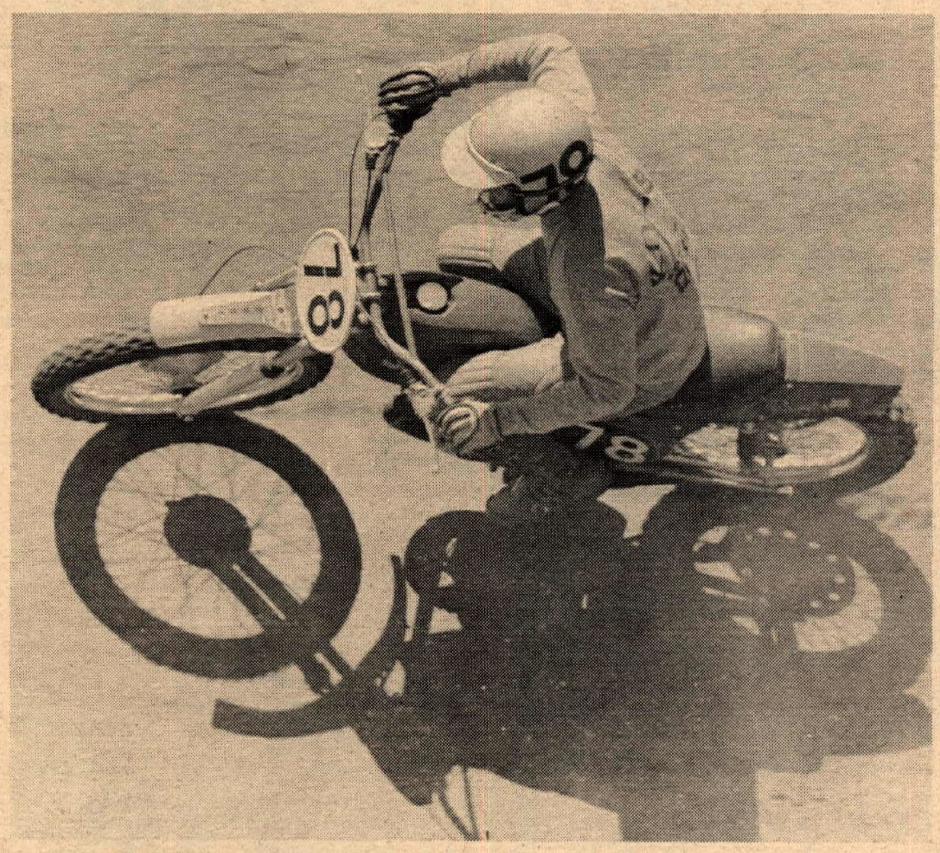
In the final, Darnell, with a second and third, and Hershey, with a first and second, were in a hot one. Off the line, Darnell first, then Bob Fish (CZ) found the groove and sped to the point with Darnell second. To tie overall, Darnell had to win while holding Hershey to third. For awhile, it seemed he might do it as he kept close to Fisk while Hershey couldn't find an opening. But, trying to do two things at once was too much and Fisk began pulling away, and on the next to final lap, Hershey got by. On the final lap, Hershey had his aim on Fisk but Darnell wasn't quitting and over the jump came the two battling for second. Darnell, after Fisk's win, aced out Hershey for second by a slim half-foot. Hershey won overall, however, and Darnell took second. Fisk, based on his last moto performance, took third.

Oak Creek Ranch, some 12 miles out of Mojave, Cal., is about 4000 feet up where the air begins to thin out. Today, two of the water pumps broke down and, coupled with strong, gusty winds, turned the park into a wind tunnel with eye-irritating dust.

"At least I've gotten the exposure I wanted," remarked Beach late in the day, "but, I wish I could have had a better day so the new riders could see how good the course really is."

"It's rough, up and downs," said Zahrt later, "and it never lets you rest."

(Results on page 24)



Jim O'Neal took 250 Sr. motos after Bill Clements went out after a spill.

This is how close the Open Sr. 1st moto was: Jess Robertson leads eventual second place finisher Bob Hershey (9) and third, Russ Darnell (19).

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Smith & Roberts Team for Two-Wh

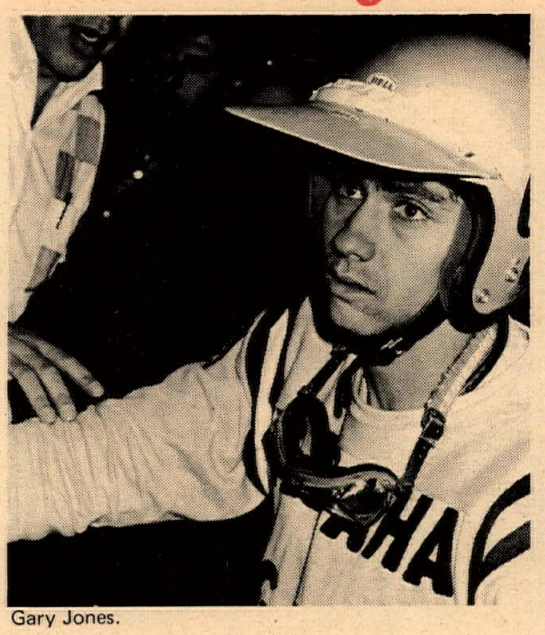
By Ron Schneiders
Photos by Schneiders and Tom Culp

ENSENADA, MEX., June 9, 1971 – A motorcyclist finally won the Baja 500 today, but unfortunately he was driving a car at the time. Bobby Ferro, 23, driving the entire distance by himself, demolished Parnelli Jones' record of last year and established himself as the King of Baja. His time for the 550 miles was 11 hrs. and 11 mins., 44 minutes better than Jones' old record. Ferro's average speed for the long trip was just under 50 mph!

Ferro is a well-known desert racer and past member of the Checkers M.C. His most recent notable victory on bikes was in the Check Chase of last year, a scorching 200-mile run to the Colorado River. Another ex-motorcyclist was third overall. Bud Ekins who teamed with Drino Miller in a VW buggy, took first in his class with a time of 11:39.

The Husqvarna team of Malcolm Smith and J.N. Roberts chopped 37 minutes off the time of last year's motorcycle champions, Billy Silverthorne and Gene Fetty, and came within 5 minutes of besting Parnelli Jones' record, but they were still beat by three cars in the overall race.

There were two classes for motorcycles this year, and the break point was set at 125cc. The bike riders were competing for a good share of the



Gary Jones.

Dick Hansen.

June 14, 1971 – The final results revealed some inaccuracies in our report which, becau time of time considerations, had to be written with only partial results. First, there were 22 finishers who finally made it. The last ones were Frank Danialsen and Preter Breau Triumph Sidehack who made it in 26:43. Fourth spot in the 125 class was Dave Rheume Rossi on a 125 Yamaha. Hunter and Heininger (DKW) finished 5th. In the big bike c Renick and Scott King snuck in when we weren't looking and got 6th on a Yamaha 360. else is bumped down one spot. We though that all the Carabellas were out; No so. Luis and Manual Olmeda finished 6th in the 125 class in 20:11. Full results on page 24.

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May 22 Petaluma, California TT Scrambles
1st 175cc Novice MARK DUNAWAY RICKMAN Micro 125 Metisse
May 23 Monterey, California Short Track
1st 125cc Expert MIKE COLLINS RICKMAN Micro 125 Metisse
May 28 Vallejo, California Sportsman's GT
1st 175cc Novice MARK DUNAWAY RICKMAN Micro 125 Metisse
May 29-30 Dead Man's Point, California Moto-Cross
1st 125cc Jr. Div. 2 JACK RIGGI RICKMAN Micro 125 Metisse
1st 250cc Senior GLEN LUND RICKMAN 250 MX
May 30 Monterey, California Short Track
1st 125cc Expert MIKE COLLINS RICKMAN Micro 125 Metisse
May 30 Kingman, Arizona Moto-Cross
1st 100cc Am/Ex STEVE LACEY RICKMAN Micro 100 Metisse
May 30 Bend, Oregon Moto-Cross
1st 125cc Class DON EMLER RICKMAN Micro 125 Metisse
2nd 125cc Class RICK LIMBECK RICKMAN Micro 125 Metisse
May 30 Dixon, California Rough Scrambles
1st 250cc Nov. Div. 1 GARY FORTAINE RICKMAN 250 MX
May 30 Phoenix, Arizona TT Scrambles
1st 250cc Amateur MARLOW PARKS RICKMAN 250 MX
May 30-31 Santa Maria, California Moto-Cross
1st 100cc Novice HARRY MILLER RICKMAN Micro 100 Metisse
June 3 Ascot Park, California CMC Nite Moto-Cross (Clean Sweep !!!)
1st 125cc Expert JEFF WRIGHT RICKMAN Micro 125 Metisse
2nd 125cc Expert BRUCE BARON RICKMAN Micro 125 Metisse
3rd 125cc Expert REUBEN BENITES RICKMAN Micro 125 Metisse
June 6 Huntington Beach, California Moto-Cross
1st 125cc Junior JACK RIGGI RICKMAN Micro 125 Metisse
June 6 Charlie Brown Raceway, North Carolina Moto-Cross
1st 0-200cc Class GARLAND HUGHES RICKMAN Micro 125 Metisse
June 6 Indian Dunes, California Moto-Cross
1st Powder Puff JOYCE SOYKA RICKMAN Micro 100 Metisse
1st 500cc Junior TOM SIMPSON RICKMAN/Weslake 500 Metisse
June 6 Bay Mare, California Moto-Cross
1st 125cc Senior REUBEN BENITES RICKMAN Micro 125 Metisse
June 6 Osteen Park, California CMC Moto-Cross
1st 250cc Jr. Div. 1 T. BATTENSCHLAG RICKMAN 250 MX
1st 250cc Senior MARTY TRIPES RICKMAN 250 MX

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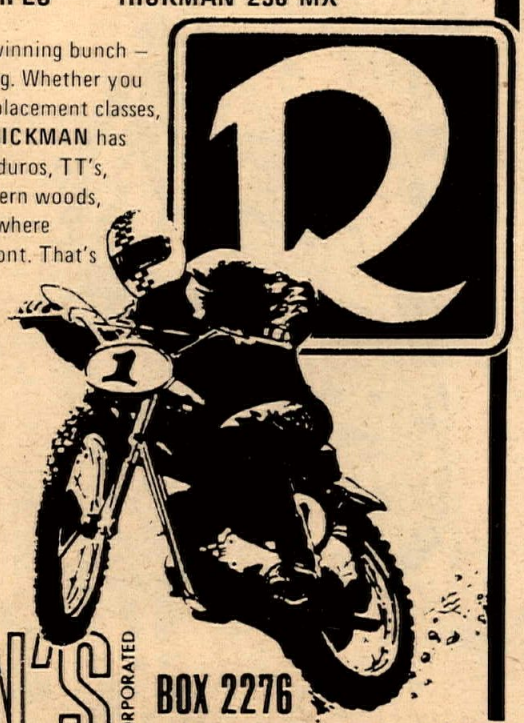

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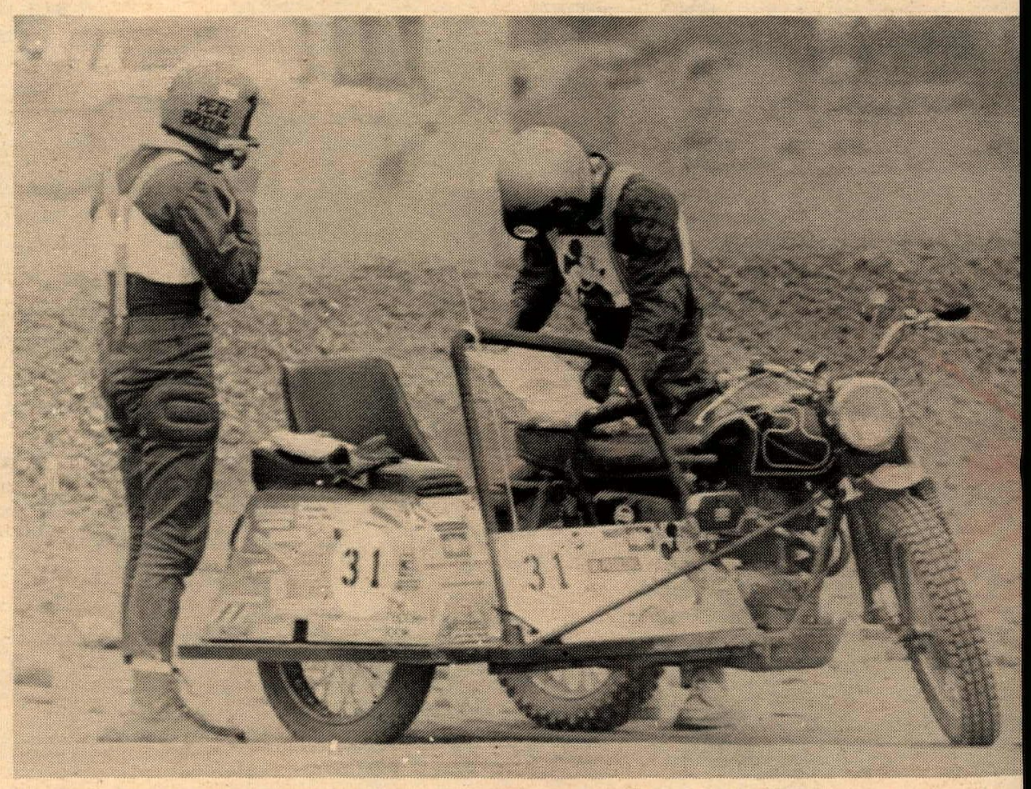


It took a while but they finished!

Malcolm Smith tells NORRA official at finish how he just about lost it on the slippery fog wet roads coming into Ensenada.

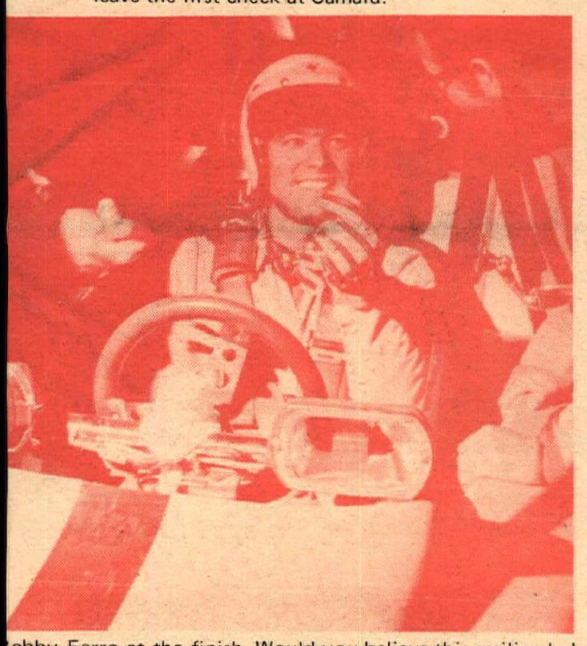
el Baja Win; Ex-Cyclist Takes Overall

more than $76,000 in prize money and quite a bit of contingency money. Roberts and Smith won the big bike class with ease, coming in more than 1 hour and 20 minutes ahead of their nearest class competitors, Ron Bishop and Dick Hansen who were riding a Kawasaki.

The second best bike time was not among the big bikes at all; it belonged to the fantastically fast little DKW 125 being ridden by Gene Cannady and Max Switzer. Gene and Max finished in 12 hrs. and 40 minutes, which was within 4 minutes of last year's winning bike time of Silverthorne and Fetty on a 400 Husky! Next in the 125 class was another DKW, this one ridden by Eric Jensen and Steve Hurd.

Unlike the Baja 1000 which runs in almost a straight line the length of the Baja peninsula, the Baja 500 makes a big loop, essentially running down the west side of Baja to a big powdery dry lake called Chapala, going across the lake and then back up the other side of the peninsula to San Felipe, where the course starts inland going past Laguna Diablo and Valle de Trinidad. Eventually, it winds up just outside of Ensenada. The total distance is 553 miles and there are a total of 8 checks that the riders must go through.

Gene Cannady adjusts his goggles and prepares to leave the first check at Camalu.



obby Ferro at the finish. Would you believe this smiling lad ust finished 500 miles of the roughest driving in the world?

his 8 speed Husky. Look out Triumphs! Bike was prepared lm.

The first 100 miles of the run, from Ensenada to Camalu, is paved and although there are quite a few tight turns and several mountainous sections, the best cars average just short of 100 mph over that section. J.N. Roberts' 8 speed Husky was only able to average 71 mph and that was about 2 mph better than the next best bike, a TR-6 Triumph (which might help to dispel some myths!).

From Camalu to El Rosario there is mostlyfairly good road with an occasional bad washout. From then on the road deteriorates progressively until it hits Laguna Chapala where it is almost non-existant. At Laguna Chapala the course leaves the main road and heads north toward Papa Fernadez, where most of the teams change riders. The distance to that point is about 300 miles. J.N. handed the big Husky over to Malcolm with half an hour of daylight left, which was an aid in getting through the rocky section that followed.

Once night falls on the riders, they face their most difficult problems, keeping their, at best, marginal lights working for the remainder of the race. All sorts of systems have been tried to give the rider some sort of an even break against the dark, but most have not worked well. Even if the bike can generate enough electrical power, which is seldom the case, there is no reasonable way to get the beam high enough to be effective. One rider mounted a quartz-iodide lamp on the top of his helmet and plugged himself into the bike when he got aboard! Malcolm Smith lost about 10 minutes once when his lights failed but according to him that wasn't his most serious problem. "I'd see something out in the darkness and jam on the brakes, which would kill the engine," he said, "leaving me in total darkness to miss whatever I'd seen". Sincethe Husky had no battery, the lights always died with the engine.

There were only 36 entries in the two motorcycle divisions of the Baja race, but fully half of the entrants were racers who had already proved themselves in off-road racing. They were guys who could be expected to win if they got a few breaks, which meant if their bikes held together. Many of them were sponsored by their respective distributors. The martality rate among them is some indication of the severity of the race. By 9 o'clock the morning after the race there were only 10 finishers among the bikes. This was at 21 hours. A contestant is declared a finisher if he makes all the checks within 30 hours so a few are still in doubt, but for all practical purposes the race is over in about 15 hours. Here's a rundown on some of the better known riders and how they did (or didn't do) in this most difficult test.

No. 1) Ron Bishop and Dick Hansen riding a Kawasaki 350 with a monstrous Brown gas tank were the third team to finish. They took 2nd in their class with a time of 13:20.

5) Mickey Quade and Kim Gifford from Escondio, Calif., were aboard a 400 Husky. They finished in 16:52, 7th in the heavyweight class.

6) Bob Ewing and Preston Petty were riding a brand new BSA Victor that had been flown over from England two weeks prior to the race. They were out after the first check with an alternator failure. Said Preston, "We didn't have time to really get it sorted out, but I doubt if we would have found that problem anywasy." While they were going, they were really smoking. They were the first bike into the check at Camalu with a 4-minute lead over the bike on Minute 1.

8) Larry Bergquist and Gary Griffin elected to ride a 125 Bultaco. They were seen working furiously on it in the impound are and they never made it to the first check.

10) Cecil Oswald and John McDonald, sponsored by Cecil's Cycle Center, brought in the third and last bike to finish in the 125 class as of the time we left. Their time was 16:41.

12) Gary and DeWayne Jones took 3rd Heavyweight on their 250 Yamaha. Gary's ride in the 2nd half was relatively trouble free, but DeWayne rear-ended a truck and broke his chain about four times. He finally made it in to the changeover and they replaced the offending chain.

14) Gene Cannady and Max Switzer. Gene has been really hot lately, winning a desert race and both days at Elsinore. Max just won the Cherry Creek Hare and Hound in Utah. Both added the 125 class win to their score with a completely trouble free ride. Their time was 12:40. Over the 93-mile paved section their DKW 125 managed an impressive 62mph average.

16) Terry Hildebrand was going to ride the event by himself on a Honda 325, despite the fact that his arm was in a cast! He ran out of strength at the halfway point so Hoyt Strathem, whose bike had broken, took over for him and brought the Honda in just after daylight. "The Honda is absolutely stock and handles beautifully," said Hoyt.

19) Mike Patrick and Phil Bowers, the team that seemed to own the Mint 400 until this year, had bad luck today. Phil hit a bush and pierced his cheek with a branch. It wasn't to serious but it was painful and gory. Still they managed to finish fourth in their class with a time of 14:32.

23) Steve Hurd and Eric Jensen, rode the second Hercules-sponsored DKW and captured 2nd place in their class. "That Cannady sure cuts a mean trail!" said a tired Eric, who had been trying all night long to cut into his lead without much success. Eric was cutting quite a trail himself having beat all but 2 of the big bikes and Cannady's DKW on his 125cc bike.

24) Doyle Fields and Mike Burke, two of the country's top sled riders, almost tied J.N.'s time down the pavement stretch on their TR-6, but they were out by the fourth check.

28) Doug Douglas and Whitey Gregory were riding a sponsored AJS 370. Doug won the 500 two years ago on a big "Duke" and set the solo record for 1000 miles down the peninsula on an Ajay. He's pretty familiar with Baja but he got to dicing with J.N. on the pavement and seized his Ajay. Said he, "I've got me a Nortion 750 engine and I'm going to get a Trackmaster blueliner special frame for the 1000. And nobody's going to beat me on the pavement!" Period.

29) J.N. Roberts and Malcolm Smith. You know about them.

30) Niles Ussery and Horace Gunn, Triumph 650, finished a good 2 hours after Smith but it was still good for fifth in their class. They rode a TR-6.

31) Frank Danialsen and Peter Breaum get the medal for utmost fortitude. They're riding a Triumph Sidehack and might still be going. They weren't out as of Thursday morning.

32) Bob Hunter and Jeff Heininger were riding a DKW 125 and probably took 4th in the class, finishing just after we quit keeping score. If so, make it 3 out of 4 top positions for DKW, which is not all that bad.

33) Bill Silverthorne and Gene Fetty, last year's winners, were down in 6th place this year with 15:40. They rode a Honda 350.

34) Tom and Cordis Brooks have switched from Hodaka to Carabela. At Camalu they were heard singing the no-compression blues. The other Carabelas in the race had a similar problem.

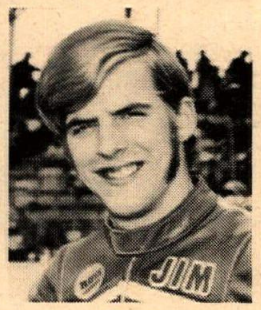
36) Bill Robertson and Dave Ekins tried to do the job with a 125 Honda but didn't fare so well. "You got some tire irons in the tool kit?" says Dave, "Sure," says Bill. So Dave wound up trying to change a tire with a pair of pliers and a screwdriver and put the screw driver through a portion of his hand. Exit one mad Dave Ekins. Must admit, that's a bit of a handicap, even for a Gold medal winner.

Every year the 500 (and the 1000 as well) becomes a little easier and a little faster. Soon it will be a plain and simple road race, and the men who rode it when it was a rough dirt event will be regarded with the proper awe. But now, everyone just looks forward to the 1000 and another shot at all that money.

(Results on page 24)

The Three R's

Romero



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46

Diggers' MX...With a Gas Stop

By Tom Culp
Photos by B. Culp

SIMI, CAL., June 13, 1971 — The new Rough Riders M/C Park was the scene of the Dirt Diggers Motocross. This year the Diggers changed from the old TT format which started four years ago at Hopetown and then moved to San Clemente for two years, to motocross racing. The two day event has, in the past, drawn 500 to 800 riders, but with only District 37 motocross points at stake and the five or six other motocross events going on, the entry was down in the neighborhood of 450 riders. For those that didn't make the Diggers event this year, "you blew it". The course is one of the best around and the Diggers always run a good event. Advertising "two 20 minute motos", the club gave every class plenty of time on the course. The results from Saturday's event were posted after the day's racing. The list of riders' numbers let every rider know where he placed although each rider was only a hero to himself and close friends that knew his number.

Sunday brought out the Amateurs and Experts, along with a large turn out of powder puffers and side hacks. The Am/Ex. motos went forty minutes, the girls 25 and the hacks 30. For the MX riders that have been howling for longer rides, like I said "you blew it". By the time you finished these motos you were ready for a long rest and cold refreshment.

Don "the voice" Kemp announced the line up for the day and called the races over a PA system you could hear over the roar of the engines, so every rider was a hero from time to time. As the first event, the 125cc class, lined up, a lottery was used to draw for position. The rubber band snapped away and a charge of screaming 125's went for turn one. Bill Payne (Yam) led with John R. (Puch) close behind. At the top of the course Bill went down and John hit him, Exit over the bars, John R. Up and after the pack went both riders with John last. Young Gary Bevens (Yam) had the lead with Al Guzman (Pen) behind while Al Baker (Puc) fought traffic from sixth spot. Rice, Payne and Baker all began to move. Payne passed Bevens with five minutes left, Baker moved to third, then had problems, Rice was flying setting laps of 1:50 for the 1.4 mile course, passing all but Payne and Bevens by the checkered. The second moto found Payne and John locked in it again.This time John leaned it over too far in the corner and broke his shift lever off giving Bill the easy win.

In the 250cc race Payne (Yam) took a quick lead; he had to, as the specially prepared machine would not go 40 minutes on one tank of gas. Thus, a pit stop. Bill got his only pressure from young Tony Rogers (Mai). The second moto found Steve Scott (Bul) in a wire to wire win with Payne second and Tony close in third. Overall should be Payne with Rogers second.

The Open was a real surprise as Scott Smith on a stock Yamaha led both races all the way, never really pressured even by John R. (Mai). John began to close in the early laps of the first moto but bike problems put him out. How Scott rode the stock Yamaha that quick over this demanding new course was anybody's guess. Smith may prove to be the new dark horse MX'er in future events.

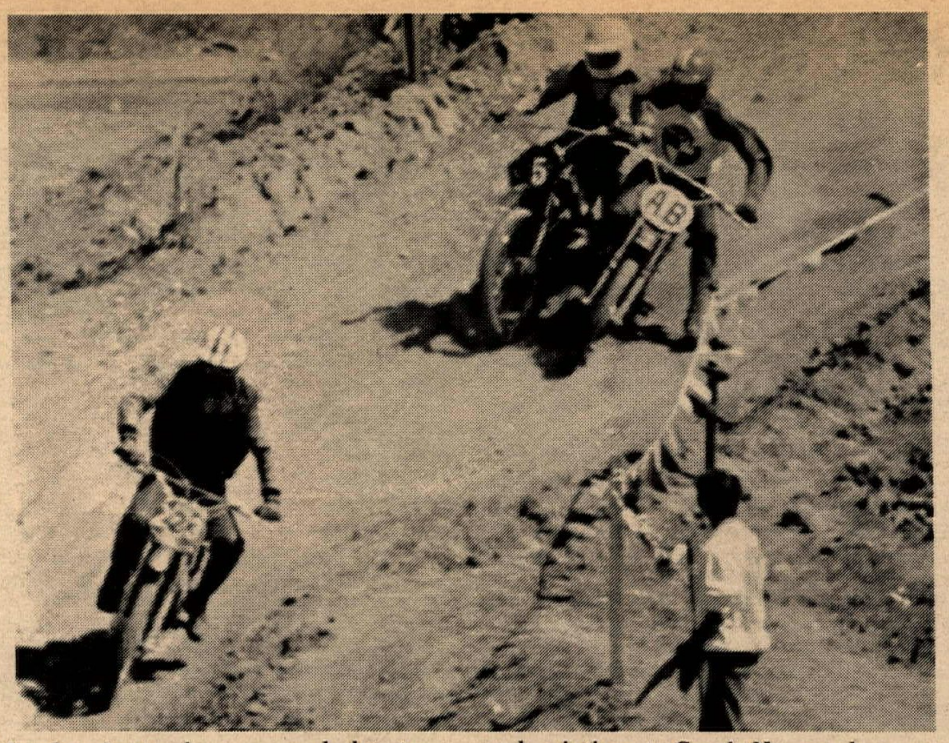
Powder Puff winner Joan Wilson (Puc) led both motos, winning with ease. I would like to see a match race between Joan and brother Jim. Big brother better have a good day too. When the Diggers G.P. comes in November, the Desert Daiseys better be prepared for the likes of Joan.

Thehacks were just impossible to keep track of, what with break downs and such. One even wound up in two pieces.

The whole thing ended with a very lengthy drawing sponsored by International Radio Racing Crew. Thirty three prizes from a bike to helmets, bags, boots, gift certificates, subscriptions to Ccycle News and even a green shag rug. The I.R.R.C. uses this money for more equipment. The crew covers a lot of events and does a great job of ensuring safer racing events.

All the riders I talked to felt Rough Riders Park and the Diggers had a real winner. The park is now open for other events as well as open riding. It's close to the valley, as well as the Ventura area and well worth the trip. Let's hope we see more events held there real soon.

(Results on page 24)



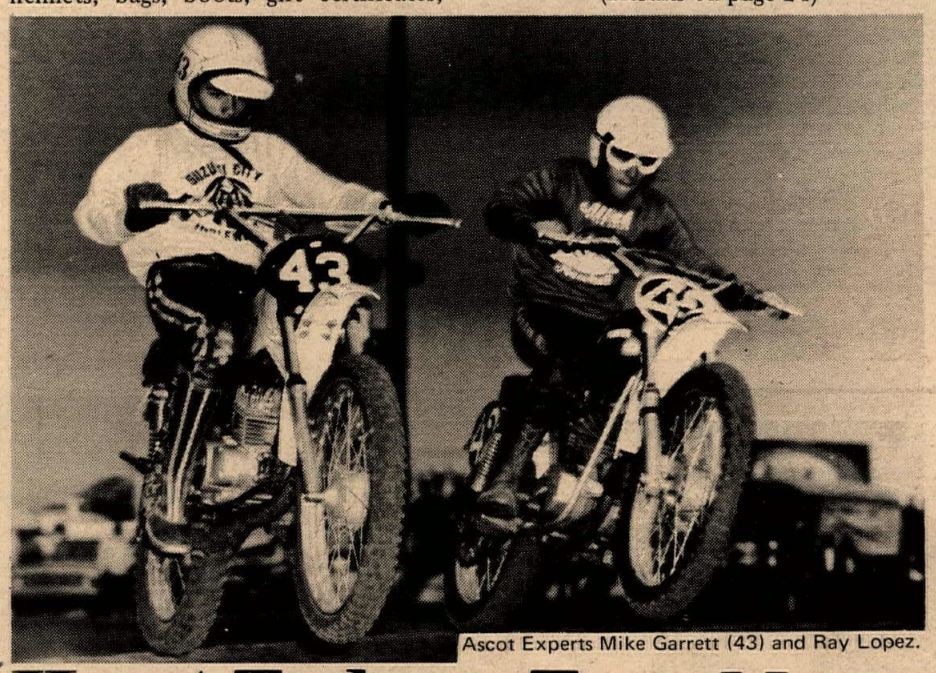
Urban Flawless

CARLSBAD, CAL., June 13, 1971 — Billy Urban had one of those days when he couldn't do anything wrong. He just flew to three wins with no oppostion. David Boydstun, who is finally making the kind of rides that earned him No. 5 last year, put on a good race with Rick Staten. The final results gave them a tie for the day.

Randy Roche is a 16-year-old fall-down artist who might make the same mistake twice but knows how to recover in plenty of time. Today he out-rode Jack Witte to make top 500 Expert.

125 Expert Jim Beauchamp racked up another one for DKW, with teammate Murray Hoffman taking second.

(Results on page 24)



Ascot Experts Mike Garrett (43) and Ray Lopez.

Hart Takes Two More

By Dick Wright
Photos by Gary Schmythe

GARDENA, CAL., June 10, 1971 — The weekly battle between 125 Experts Jeff Wright and Bruce Baron have come to a halt temporarily while Baron is nursing a broken bone.

With Bruce away, the going was a bit easier for little Jeff as he won all three motos on his Rickman. Reuben Benites and Mike Garrett put up the real battle for second as Benites pulled through with two seconds and a third.

Tim Hart again won both the 250 and 500 Expert bashes although he dropped a chain during fierce battle with Kirk Marham. Hart managed a strong comeback to eek three points ahead over Markham when the final results were in.

Danny Hockie was runner-up in the 250 contest, followed closely by Doug Grant.

Tom Simpson had a difficult time winning the 500 Novice field when a restart of one race ruined his lead and a broken chain nearly put him out for good. Fortunately the rest of the pack was pretty well scrambled with second-placer R. Reinhard taking a first, third, and a fifth.

The Inglewood Fireman's Assn. is having a benefit motocross June 23 with a $500 purse to the Experts.

(Results on page 24)

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Rapp Raps Dunes Foes

By John Grout
Photos by Racing Photos

VALENCIA, CAL., June 13, 1971 — Tom Rapp, "Mr. Bultaco" of Buena Park, accounted for three straight wins in the 250 Senior class to take overall winner at the Indian Dunes motocross.

Though he was led from the starting line in two heats, once by Mark Abbatoye, a sensational young rookie on a Rickman, Rapp was able to pull away from a formidable field such as Dave Rodgers, Tim Hart Bob Messer, Mike Runyard, and first-day Senior Dick Eierstedt.

Eierstedt, by virtue of the fact that he has won 20 of his last 21 Junior races, rolled off the starting line in the first race to be one of the few to hold a temporary lead over the high-flying Rapp. Finishers behind Rapp were Rodgers and Runyard.

Bultaco ace Tom Rapp swept the 250 Expert bash.

Dave Rodgers won the the 125 Expert Class.

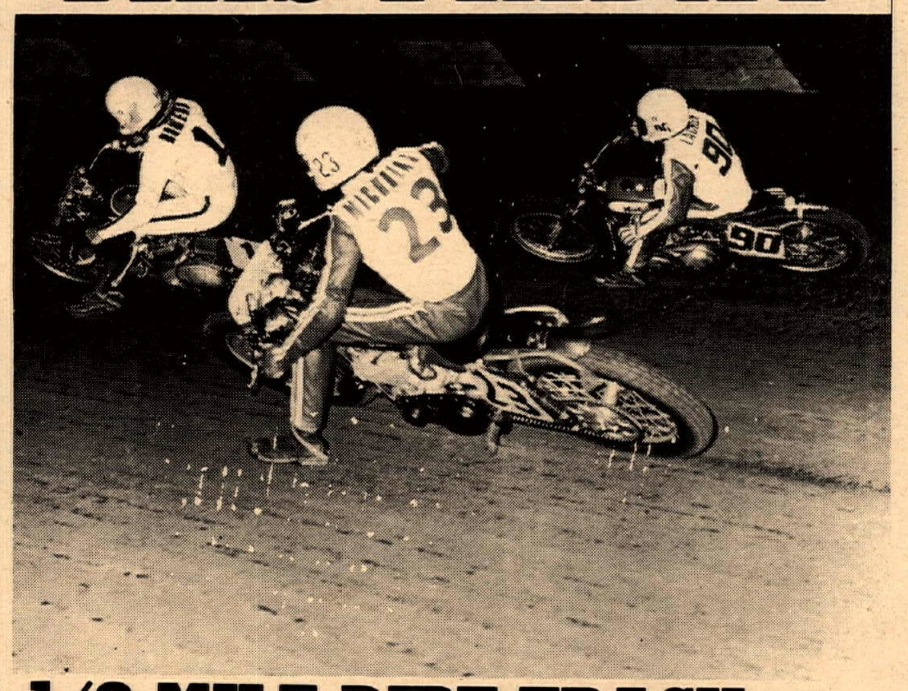
Jim West again sent his Husky in quest of an Open Senior victory and that's just what he went home with. After waging a dirt-kicker with a pair of Maicos belonging to Tim Hart and Gary Chaplin, West was finally able to gain long yardage and win all three heats.

Dave Rodgers, also coming from behind in every heat in the 125 Senior contest was able to salvage a one-point squeeker over Don Emler and Eddie Cole.

(Results on page 24)

500 Expert winner Jim West leads patriotic Tim Hart around the first turn.

THIS FRIDAY



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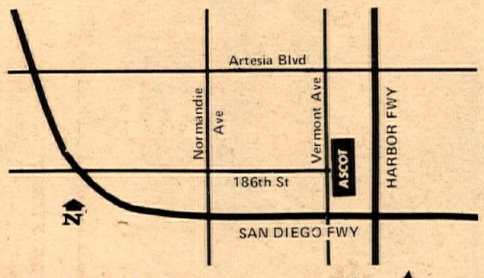

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Dorsch Tops Corona Opener

By John Bethea

CORONA, CAL., June 12, 1971 — Anything was expected to happen at the opening night of professional half-mile at Corona Raceway and it did — from playing the National Anthem to a flagless pole to seeing two riders fall in the heat races and never finish and still make it to the semi.

First year Expert Terry Dorsch gained all the laurels on opening night, from setting fastest qualifying time of 23.08 to winning the combined Jr/Ex. Main going away.

The track, perhaps the fastest on the West Coast, is slightly up-graded on the front straight and the riders going into turn one do so uphill. The back straight has a 10 degree bank which makes for complete viewing from the stands. Into turn 3, the course drops off downhill, making for fast and difficult braking which resulted in several spills tonight.

After setting fast time, Dorsch trounced a fine field of Juniors and Experts to take the first qualifying heat in record time, 1:57.10, with Eddie Wirth grabbing second and Sonny Burres third. Jim Berry snagged the hopes of Lloyd Houchins and Ron Moore to do likewise in the second heat.

In this race, Paul Bostrom held the pole position but went wide out of turn one on the first lap while leading but regained control and was running third on the back stretch. Then, in turn three, he went wide again and slid out into the wall. "During practice, I felt the brakes beginning to swell up," Bostrom said later, "so I loosened them up a bit. When I hit turn one, I had little braking but didn't think of it. So, when I hit the end of the backstretch, I suddenly realized I had no brakes so I frantically began downshifting, but you saw what happened."

It didn't hurt Paul very much, however, as in a rare occurrence he still made it to the semi. But, he wasn't the only one.

Bob Bailey, after running second in the third qualifying heat after a restart, also went down on turn three and had to watch the remainder of the race from the sidelines. Yet, when the semi rolled around, he also found himself on the back line next to Bostrom.

One major reason for this is that the Semis were split into two divisions. In the first, Al Baker got a great start and led for two laps before Don Dudack caught him and went on to win with Baker second and Tom Sawyer third. In the next semi, Chuck Joyner led from start to finish with local favorite Ron Moore taking second and Bailey third, just missing the main.

After Dorsch won the Trophy Dash going away, he streaked to the point of the Main and was never headed. Joyner, starting from the second line, was running fourth on lap one but had worked his way up to second by the seventh go but just couldn't catch the hasty Dorsch. Lloyd Houchins after swapping positions between second and fourth, finally settled for third.

Scott Brelsford put it to the rest of the Novice class by winning his heat and Main with little contention. Steve Nichols, second Novice Heat winner, was relegated to second.

The program was shortened due to a lack of Juniors and Experts, most of which were in New England for the National Road Race so the final flag appeared at 9:35, a short but fine program for the more than 1000 spectators.

(Results on page 24)

Slow Day at Deadman's

By Dave Brown

APPLE VALLEY, CALIF., June 6, 1971 — It was another beautiful day for racing as 200 riders signed up for the motocross races at Deadman's Point. They planned an easy, early day with only 200 riders but that's when the problems started. Several riders had trouble on the starting line. As one got his running again, two more bikes would load-up and die. Several riders got too eager and found themselves tangled in the starting gate, and several riders received a backwards start for their over-eagerness. Once they finally got through the first moto, everything seemed to smooth out to the old Deadman's Point style; efficient and well-run.

Terry Hogue brought out her Yamaha to again trounce the Powder Puff class. Patty Willmon got some lessons on speed from her husband, Jerry, to push her Yamaha into a solid second.

In 125 Div. II, there was some fast competition between S. Graham on his Puch and Jim Rich on his Suzuki. Jim was able to hold Graham back in the third moto, but the first two motos and the win went to Graham.

The 100 Senior class was again won by "Mr. Senior" Frank Wilsford, Sr. on his Hodaka. Anybody who thinks the older generation is slow, hasn't seen Frank turn on his Hodaka.

The 125 Senior went to "K. P." Mathis on his Yamaha, who had a fun day. He was the only 125 Senior so he was able to play all day.

The first 250 race saw a real battle between R. Burns and K. Graham, both Ossa-mounted. Graham won the first and third moto with Burns pushing all the way. In the second moto Graham was leading when his bars came loose. By the time he got them up and going again, Burns was gone for the win, and the overall brass. Graham held for fifth in that moto and second for the day.

The second division of 250's ended in a three way tie for first, with none of the winner receiving a first place moto win. Consistency is still the name of the game. Bob Martin on his Ossa, B. Wilkerson on his Ossa and Jim Powers aboard his Bul shared the win.

The 250 Senior class was undoubtedly the fastest of the day as Jerry Willmon captured it on his CZ. Dave Boydstun pushed Jerry part of the way on his Maico while winning the 250 Intermediate class.

There will not be a race on June 20, It will be postponed until June 27th.

(Results on page 24)

Lacher in Circle Again

By David Swift

With all the status-seeking National riders back East for A Big One, it was Mel Lacher Night at Ascot's Friday half-mile. Lacher was in sharp form as he vanquished every opponent in a rooster-tail of sod.

Mel went into the first corner of the Junior-Expert Combined Main in a neat broadslide that wouldn't quit for the balance of the 10 laps. In the waning moments Lacher let up about the time fast-qualifier Lloyd Houchins decided to make a move. Houchins closed up most of the gap but time had run out; Mel wasn't worried a bit.

Eddie Wirth and Junior Ron Moore locked horns in the last few laps and Wirth found himself with his hands full. They took the white flag side-by-side and Eddie beat him to the first turn. By the time the last bend appeared, Ron was right next to him again and it was Throttle City all the way. At the last moment Wirth raised his hand and back off, giving third to the deserving Junior.

The Trophy Dash was sort of a Mel Lacher Exhibition since Tim Wolf, the fast Junior Qualifier, couldn't make it to the line and Houchins suffered electrical problems in the first corner. Chuck Hart and Lacher diced for a round and before the Norton rider dialed it on and split.

Scott Brelsford appeared to the Novice favorite after he creamed everyone in his heat. He had a five-second lead after the first lap. When it came time for the Main, Steve Nichols got the best start while Brelsford had to elbow his way to the second spot. Nichols did a brilliant job of keeping the door closed and Scott was getting furious. With two laps to go Brelsford overdid it, going wide and squirrelly. He lost several bike-lengths, and ultimately, the race. Gary Caldwell mosied home an easy third.

(Results on page 24)

Troy To Smith

By Art Loya

SOUTH GATE, CAL., June 10, 1971 — Chris Smith, 19, of Alta Loma, who has been making like a Gene Romero lately, won the 250 F.T. Main at Trojan Speedway over one of the toughest fields to show this season. Another Senior, Danny Corbett, garnered a spot in the winner's circle with Smith, by turning back another strong contingent of top riders in the 250 TT Main Event.

Smith, a Montesa rider, needing all the tricks in the book to defeat Jeff Sexton (Mai) of Upland, pressured both Smith and Corbett to the last lap in both events. Although only sixteen years old, Sexton made a big impression on all the hot-shoes.

Following Sexton, who was second in the TT Main, was Hopkins (Bul), third and Scott (Bul), and Rick Isbell (Ossa), fourth and fifth. A $300 purse was divided among the Seniors. From the turnout of riders, a large purse appears to be the answer to providing fans with great shows.

Whittier's Bob Sanders won most everything he entered, scoring wins in the 100 TT, 100 F.T. and 125 F.T. Main Events not to even mention the 100 TT, 100 F.T. and 125 F.T. trophy dashes. He rode a potent Kawasaki. Only in the 125 TT Main, was it turn-about for Sanders as this time around, Sanders chased his only competitor, Tom Doty (Hon), across the finish line and at the same time found out what it is like to taste his opponent's smoke.

(Results on page 24)

Cerritos to Open Cycle Park June 19

CERRITOS, CAL., June 10, 1971 — This city will be opening a 40-acre Cycle Park on June 19, states Robert Meyer, Superintendent of Parks. The park will be open from 9 a.m. to 6 p.m. every day during the summer, and on weekends all year around. Located on the east side of Bloomfield Avenue, just north of Del Amo Boulevard, the park will have a low admission charged to each rider per day.

Cerritos Cycle Park was conceived by the Cerritos City Council, and was laid out by Robert Meyer, who has been an old desert racer for many years, and Mark Rickels, Engineering Associate. It should be noted that members of the city staff as well as members of the City Council and Planning Commission are cycle riders.

The park will provide a 3/4 mile motocross course plus a small TT type track. The park will be supervised by old pro Enduro and Desert riders who will be available to give riding and cycle set-up tips. It is hoped that a monthly moto-x competition can be set up for the local hot shoes.

At the present time, the Cycle Park will be limited to cycles of 125cc displacement or less. This may be increased to 250cc at a later date.

A few of the rules that will be enforced are: 1) All cycles must have mufflers; 2) All riders must wear shoes and helmets; and 3) NO PIT RACING.

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* Stuart Nunn	England — CZ
* Keit Fransn	Sweden — Husqvarna
* Krister Lindblom	Sweden — Husqvarna
* Jan-Erick Saellquist	Sweden — Husqvarna

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CLASSES: 250cc INTERNATIONAL 500cc National

PRACTICE: 9:00 am
RACING: 1:00 pm

PRE-SALE TICKETS $4.00
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Holcomb Collects Continental MX Cash

By Larry Knop
Photo by Gary Payne

SALT LAKE CITY, UTAH, May 30-31, 1971 — Utah and California split the cash, but Utah kept most of the brass. Thus was the story at the Continental Motocross Association's memorable Memorial Weekend Motocross. It was a big show, with riders aging 7 to 47, from California, Nevada, Colorado, Idaho, and Utah present. The star of the show, however, was California pro Bryar Holcomb.

The 250 Professional class was the highlight of the day. A thousand people waited to see how the local favorites would stack up against the visitors. The flag went up and bikes screamed into the first corner. Coming out it was Utah, Utah, Utah, with Steve Burgess in the lead followed by Kerry Fowler and Woody Lawhon. Muscatel was back in 4th and Holcomb was way back in 7th. Then Holcomb started to move and the next five laps were worth the day's admission. Overtake and pass, overtake and pass, with scarcely a pause. By the half-way point he was in first, and the contest was settled.

The second moto was a different story. Muscatel jumped to an early lead, pushed hard by Lawhorn. Holcomb again got a poor start, but he was soon with the leaders. Around and around with Lawhorn trying to zap Muscatel and Holcomb trying to zap them both. With two laps to go Lawhorn passed and Holcomb soon followed suit. Now the pressure was on Lawhon, but on the last lap Holcomb spun out — making a complete 360. Lawhon didn't wait and Muscatel also slipped by leaving Holcomb to settle for third.

Third moto, Holcomb didn't take any chances. He got a better start and by the 3rd lap the lead and the top money were his. Lawhon took 2nd place cash over Muscatel.

The Open Professional class was a different story. In the first moto Holcomb got his 400 Maico off the line in good shape and cruised home first. Between motos, however, his 400 came unglued. He started the 2nd moto on his 250, but this was against the rules and he was black-flagged. It cost him $125 because he was fully competitive on his 250, but both Holcomb and team manager Birt accepted the ruling like gentlemen. (CMA officials later commented that they wished some of the local riders had only half as good an attitude.)

With Holcomb out, local rider Frank Myers took the opportunity to show his speed the second moto. Third moto it was Batistoni who found the quick way around, leading from start to finish. Dennis Packard came through for his third 2nd of the day however, gaining enough points for first overall. Batistoni just edged out Myers for second. The final score, incidentally, was Utah $250, California $250.

Bryar Holcolm shows MX talent.

Myers Dominates Sand Hills

By Blaine Harrington

STRASBURG, COLO., June 6, 1971 — Today was a beautiful day for motocross and Gary Myers, veteran of European competition, took advantage of it. Gary took it easy on his injured leg and still blasted all the other 500cc Experts into the weeds. Myers and his super-light Husky took first in all three motos with no riders in a threatening position all day. John Meyers consistent riding was good enough for second overall. Mike Lee (Hus) was right behind him with a pair of thirds and a fourth which figured to third overall.

In the 500cc Sportsman class three riders, Chuck Lunde, Don Fox and Dave Curtis, dominated. They finished in that order all three times.

Another triple sweep occurred in the 250 Expert class; Jim Wicks (Mai) cleaned up with three firsts and a big edge on second place Gary Chase (Hus), who had three seconds. Bill Osthoff (Yam) hung in there with a third and two fourths and received third overall for the effort.

Lee Porter, 250 Sportsman, was out to win today, and that he did. Doug Cambell, though he didn't race one heat, had a first and second — good enough for second overall. Jim Wagner also didn't race one heat but he was up there high enough in the points to take home third place gold.

In the 125 Expert class Bruce Sass got back into the swing of things by taking first in two heats and a second in the other. Bruce, who is Colorado's 125 Number One Plate holder, rode a Carabella today. He is recently back on a bike after being out of racing for about five and a half months because of a really bad leg injury incurred at Atwood, Kansas last October. Behind Sass was two Yamahas ridden by David Hamby and Ron Lewis. In the 125 Sportsman class James Lewis (Yam) took all 40 comers and beat 'em all with a pair of firsts and a second. Larry Wilson and David Worrell kept in close distance on their Bultacos and finished in that order.

With Sass taking first in the 125 Expert class, and Gary Myers and Jim Wicks winning their classes Rink-a-Dinks Sports Center of Lakewood took a grand slam this afternoon.

(Results on page 24)

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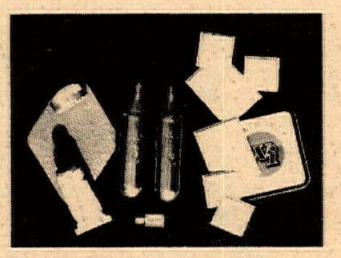

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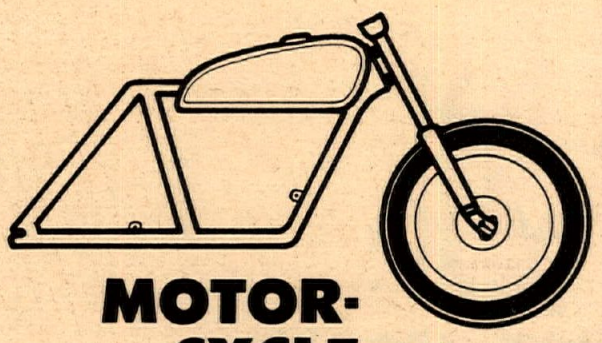

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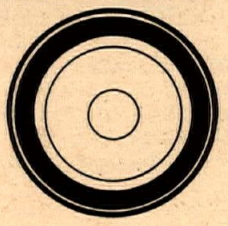

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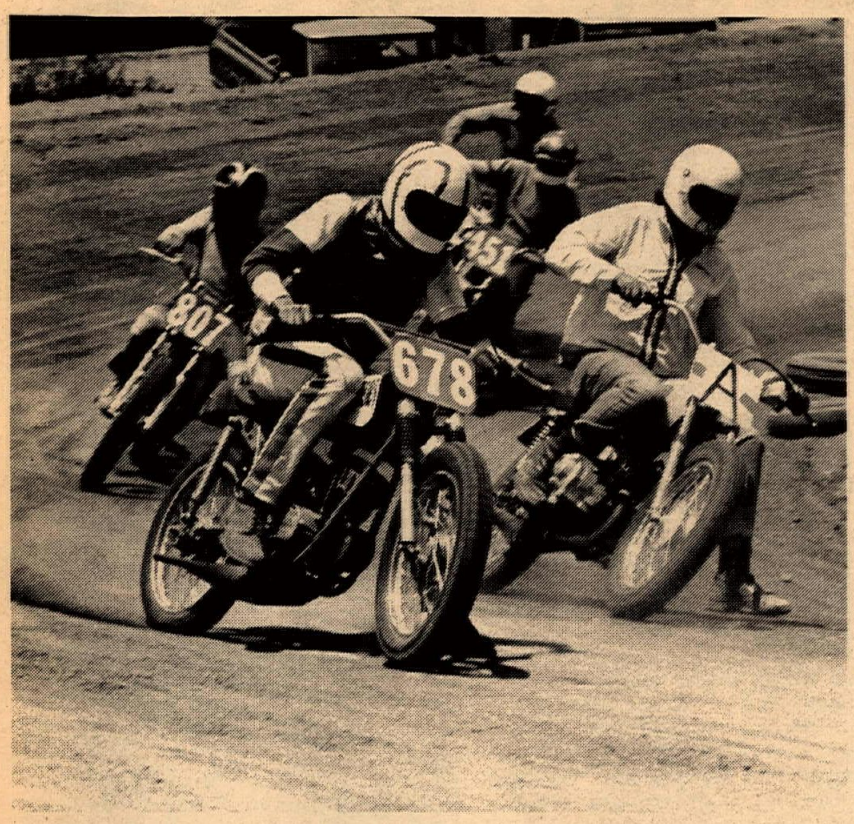
BEACH CYCLE SWEEPS 250 TT



By Chuck Long

EL CAJON, CAL., June 6, 1971 – The Hi Boots put on another one of their good day of TT racing at the fast Dehesa Raceway.

Nancy Emde was the winner of all three powder puff motos. Vickie Conly was second followed in third by Rondo Holenbeck.

Pat Guthrie, 100 Novice put it all together for a first in the Main then returned and took a first in the 125 class.

Debbie Reon has to be the fastest gal around on a 125 Yamaha Twin. She raced the boys and finished second and did a real honest job of riding. She may be a Novice now but the Experts better watch out.

The 250 Expert race was a big win for Beach Cycle as their riders came in 1-2-3 all on green Kawasakis. First across the line was Jim Brockman with Ray Vanderpool rubbing wheels with him followed by Larry Collie.

The special Kids race was won by Richie King.

Rob Merickle was the only rider to get hurt very badly; it was thought he may have a broken leg.

A pat on the back to the Gold Cross ambulance crew who was alert and on the job all day.

(Results on page 24)

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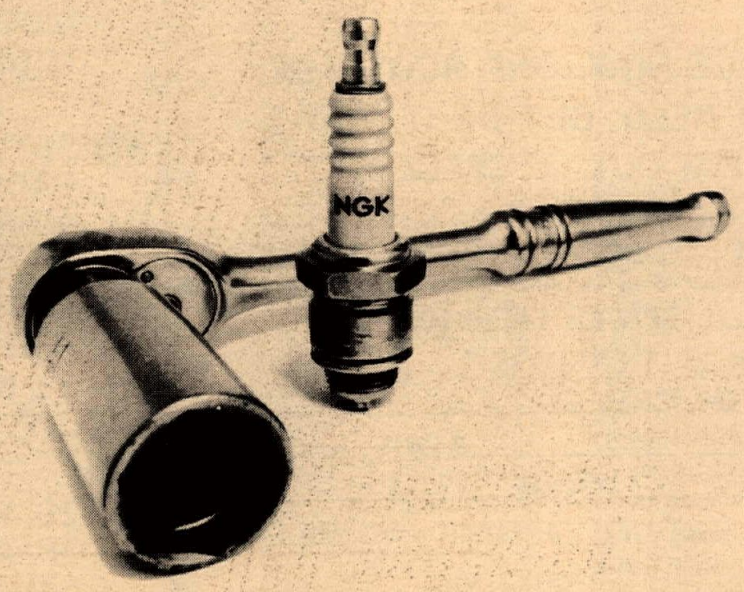

NGK SPARK PLUGS (U.S.A.), INC., 12511 Beatrice St., Los Angeles, California 90066

Arroyo Racers Aim For Trophies

By David Oberhelman

STODDARD WELLS, CAL., June 5, 1971 – Arroyo Racing Association began its Saturday series today and will end on June 19 when a high point trophy will be given in each class.

The day began with a dozen under 16 riders fighting it out over the four-mile course and David Lasch walked away with the gold.

The 100cc and 125cc classes were combined due to a small number of entries. Scott Haislip picked off first place in the 100cc division with his usual fine performance. The 125 honors were well earned by Steve Plaisance who came all the way from Yuma, Ariz.

The show of the day was the combined 250cc-Open class event. When the banner dropped, Greg Seda on a 250cc Yamaha took the lead over desert pro Dick Breker. Seda maintained this lead until he blew a rear tire. This gave Breker the overall win and first place in the Open class.

The 250cc Division went to Troy Hollis who put in a spectacular performance after having started about one minute late. The second 250 place went to Joe Jones who has recovered from his accident at Arroyo's last race.

(Results on page 24)

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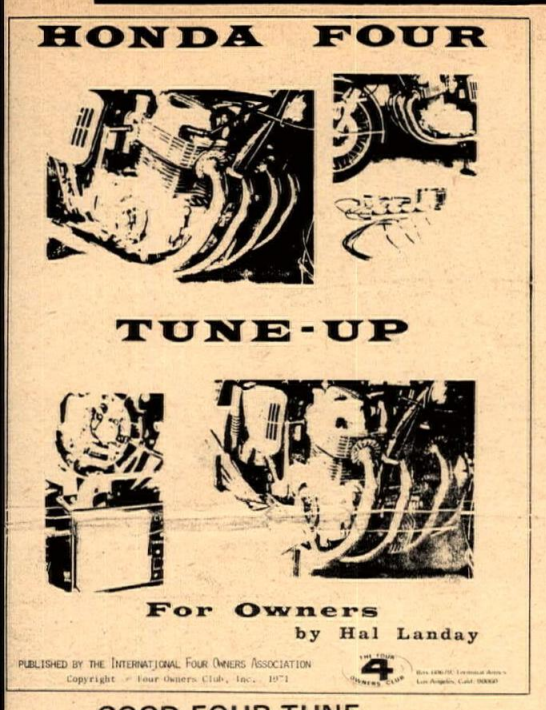

GOOD FOUR-TUNE

"The first step in tuning your 750 is to drink a 12-ounce can of your favorite brew. Use the can to prop up the fuel tank for better access to the engine." So begins the new booklet by the Four Owners Club. 29 photos and illustrations are included with Hal Landy's text; they even tell how you can obtain a good carb-tune system for a fraction of what most people pay. Write 1380 Garnet Ave., Suite G, San Diego, Calif., 92109. The book may save you enough money to get the wife a new 500.

TRY THIS SUCKER

Millard Disharoon and Leo Payne are two dudes who know Sportsters the way Shakespeare knew English. The latest thing to come out of their shop is a Webber side draft carb kit that includes a manifold, special linkage, and everything else necessary for a bolt-on job. "A lot of folks are going to buy it just because it looks so neat," says Mel. As a bonus, it's good for about 20 percent increase in performance. Get the 40 or 45 DCOE kit for $169 from Drag Bike Engineering, 22634½ Normandie, Torrance, Calif., 90502. Send 'em 50¢ and get a catalogue.

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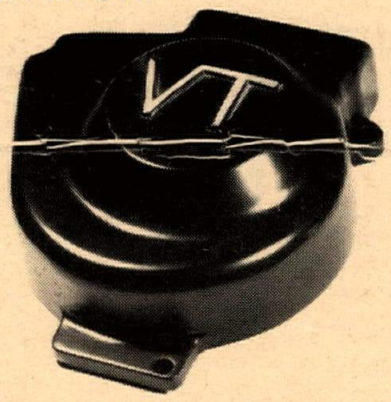
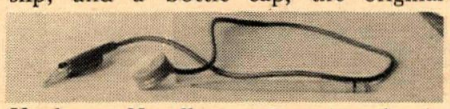
BIG MOUTH



Increase the power of your Suzuki TS or TC 90 with the Van Tech Special Side Plate. It bolts on in a jiffy and gives the carburetor more breathing room, hence, more power, especially in the higher rpm ranges. Looks sharp, too. $10.95 from Suzuki Fun Center, 515 N. Victory Blvd., Burbank, Calif. 91502.

NEW NOODLE NEWS

Yankee Engineering will sell you an ingenious tool that will help you time your bike, check for continuity, and other things only the imagination can limit. Constructed of wire, an alligator slip, and a bottle cap, the original



Yankee Noodle, when used in conjunction with a flashlight, can perform a variety of tasks that usually call for more costly equipment. Bike freaks might find it the best buck they ever spent. Instructions included. Yankee Engineering, Box 9991, San Diego, Calif. 92109. They'll sell you the flashlight, too.

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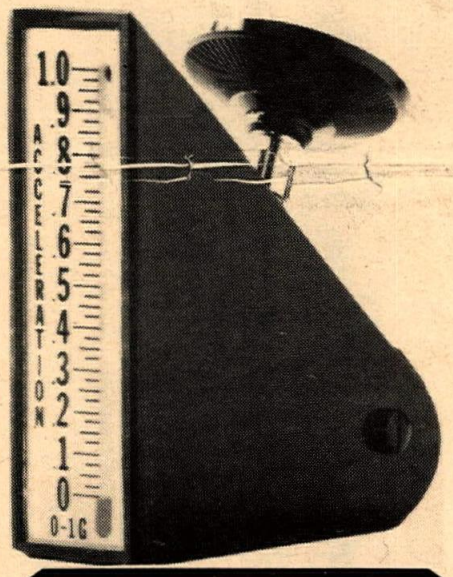

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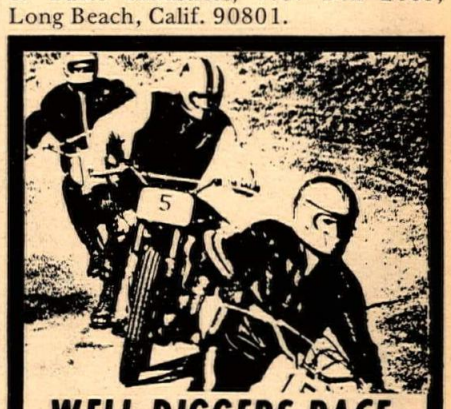
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	100	100
	125	125
	175	175
	250	250
practice 8-9	500	500
First race 9:30	10 entries make a class	

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Signed _____ City _____ State _____
Make of machine _____ cc _____ class _____
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Legal Guardian
Notary (Seal) Commission Expires _____

SCRAMBLES
Lucky Spokes
Brush Prairie, Wash.
June 6, 1971
By N.A. Williams

MINI BIKE
LITTLE WHEEL MOTO
Ken Celorie Kaw
Jeff Celorie Kaw
BIG WHEEL
TROPHY DASH
Mike Thompson Yam
A MAIN
Mike Thompson Yam
Alan Walker Yam
B MAIN
Doug Ringer –
UNLIMITED MINI MOTO
Mike Thompson Hod
Don Gore Yam
BEGINNERS 100cc
Jeff Celorie Kaw
Doug Ringer Hon
100cc TROPHY DASH
Rupert Dykstra Kaw
A MAIN
Adron Lewis Kaw
Gary Fisher Kaw
Steve McCabe Kaw
B MAIN
Roy Pulver Kaw
Brad Smith Yam
C MAIN
Ken Celorie Kaw
D MAIN
Ron Bell Suz
200cc TROPHY DASH
Jim Curtis Bul
A MAIN
Don Dodge Kaw
Jim Curtis Bul
Don Faber Bul
B MAIN
Gary Noren Yam
Mickey Pfeiffer Kaw
C MAIN
Brian Mosley Yam
250cc TROPHY DASH
Jim Walden Yam
A MAIN
Alan Mundt Kaw
Dave Ditter Yam
Jim Walden Yam
B MAIN
Mickey Pfeiffer Kaw
Rich Densmor Kaw
C MAIN
Doc Harmon Kaw
D MAIN
Gerry Gillis Kaw
500cc TROPHY DASH
Don Dodge Kaw
A MAIN
Don Dodge Kaw
Brian Mosley Yam
Doc Harmon Kaw
B MAIN
Mike Stewart Tri
Jim Shepherd Suz
OPEN CLASS T.D.
Henry Schram Tri
A MAIN
Henry Schram Tri
Jerry Callahan BSA
Phil Austin H-D
B MAIN
Bob Kaseweter BSA
Derryl Anderson Tri

MOTOCROSS
Deadman's Point
Apple Valley, Calif.
June 6, 1971
By Dave Brown

POWDER PUFF
T. Hogue Yam
P. Willmon Yam
100 JR. DIV. I
J. Getz Yam
G. Black Hod
E. Faber Yam
D. Meyer Yam
D. Zimmer Hod
100 DIV. II
S. Flanders Suz
R. Miller Kaw
J. Lowell Hod
R. Williams Hon
G. Little Hod
125 JR. DIV. I
L. Baldwin Yam
W. Shurt Mon
R. Grattan Mon
J. Sandora Yam
125 DIV. II
S. Graham Puc
J. Rich Suz
G. Coates Pen
R. Morrison DKW
125 JR. DIV. III
J. Hrynkiewicz Bul
M. Hogan Yam
D. Meyer Yam
H. Meyer Pen
100 INT.
F. Wilsford Sr. Hod
B. Bridges Suz
125 INT.
D. Gratten Yam
J. Travis Yam
125 SENIOR
K. P. Mathis Yam
250 JR. DIV. I
R. Burns Oss
K. Graham Oss
D. Montgomery Hus
250 JR. DIV. II
R. Martin* Oss
J. Powers* Bul
B. Wilkerson* Oss
*tie
250 JR. DIV' III
T. Hollis Suz
G. Verhoog Mai
W. Fletcher Mai
250 INT.
D. Boydstun Mai
G. Whitehead Oss
500 INT.
R. Flaming CZ
250 SENIOR
J. Willmon CZ
R. Wall Bul
500 JR. DIV. I
T. Sisco Mai
J. Howard CZ
M. Crawford Hus
J. Billings Hus
500 JR. DIV. II
G. Cochell Bul
R. Miller Mai
J. Latendresse Suz
J. Ojala Hus

SPEEDWAY
Bakersfield, Calif.
June 2, 1971
By Sportphoto

HANDICAP MAIN
Greg Haserot Jaw
Rick Blake Jaw
Dave Gifford Jaw
Les Chankey Jaw
Larry Shaw JAP
John Fishburn Jaw
SCRATCH MAIN
Sonny Nutter Jaw
Steve Bast Jaw
Bill Cody Jaw
Jim Gresham Jaw
2nd DIV. MAIN
Nick Nicolaides JAP
Kurt Lewis Jaw
Scott Sivadge Jaw
Irwin Moon Vel
Tom Church JAP
Dan Guinn JAP
HANDICAP CON.
Ed Williams Jaw
Larry Moon JAP
Sonny Nutter Jaw
Mike Bast Jaw
Phil Moon JAP
Stu Morley Jaw
SCRATCH CON.
John Fishburn Jaw
Steve Bast Jaw
Mike Konle Jaw
Les Chankey Jaw
MINI-BIKE MAIN
MIke Leming Yam
FEATURE MATCH RACE
'KING OF THE HILL'
Dave Gifford def. Bill Cody

SHORT TRACK
Cycleland Speedway
Chico, Calif.
June 5, 1971
By John Noffsinger

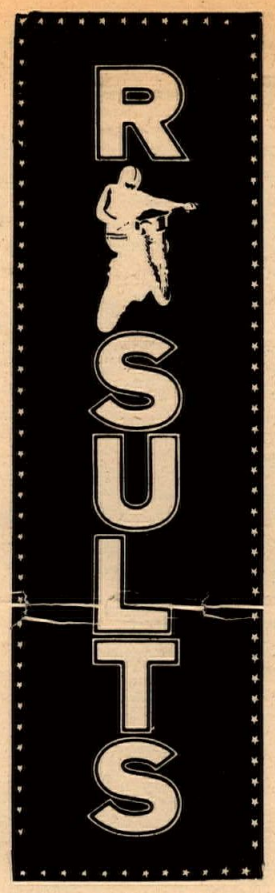
B MAINS
100cc
Jerry Francis Hon
John Ferrell Hon
Jim Chadwick Hon
200cc
Jeff Damon Bul
Jerry Cummins Yam
Don Bonacci Bul
250cc
David Massee Bul
Wade Nelson Yam
Sam Houston Yam
SCRATCH MAINS
100cc
Tom Southam Bul
200cc
Scott Vendley Bul
250cc
Jim Crenshaw Bul
HANDICAP MAINS
100cc
Jim Chadwick Hon
Jerry Francis Hon
Brad Johnson Yam
200cc
Jeff Damon Bul
Ken Wood Oss
Scott Vendley Bul
250cc
David Massee Bul
Jerry Spain Bul
Mike Corcoron Mon
EXPERT MAIN
Jim Crenshaw Bul
Rollen Eskew Yam
Joe Allen Bul

SHORT TRACK
Sacramento, Calif.
June 4, 1971 (P)
By Bill Spencer

MAIN 15 LAPS
Bob Scally Bul
Mike O'Brien Bul
Jeff Hammond Oss
Pat McCaul Oss
Bob Goodman Bul
Gary Lozano Bul
Butch Corder Suz
Joe Henry Bul
Dud Jackline Bul
Carlo Lucia Bul
Ron Davies Bul
Russ Powell Bul
SEMI 1 2:16:67
Russ Powell Bul
Mike O'Brien Bul
Bob Goodman Bul
SEMI 2 2:16:65
Bob Scally Bul
Jeff Hammond Oss
Pat McCaul Oss
CONSOLATION 2:51:98
Nick Theroux Mon
Jim Bouchen Oss
Jim Brooks Bul
Bill Calicura Bul
HEAT 1 1:44:38
Mike O'Brien Bul
Bob Scally Bul
Butch Corder Suz
HEAT 2
Pat McCaul Oss
Bob Goodman Bul
Joe Henry Bul
HEAT 3 1:42:32
Russ Powell Bul
Jeff Hammond Oss
Jim Clark Bul
HEAT 4
Gary Selby Yam
Ron Davies Bul

POINT STANDINGS
SACTO ST – 6/4/71

Mike O.Brien	33
Bob Scally	27
Joe Henry	21
Ken Roberts	20
Jim Rice	18
Jim Odom	16
Pat McCaul	15
Terry Sage	11
Dick Mann	11
Mike Yarn	11
Russ Powell	11
Gary Lozano	11
Nick Theroux	10
Del Silva	9
Ron Davies	7
Dave Hansen	5
Butch Corer	5



SCRAMBLES
Rainier M.C.
Rainier, Wash.
May 30, 1971
By Leanna Cram

MINI–SMALL WHEEL
B MAIN
Eddie Davis Hon
Kevin Hornbeck Hon
A MAIN
Kyle Davis Hon
Rod Dunlap Hon
Mickey Dunlap Mir
MINI–BIG WHEEL MOTO-X
Mike Thompson –
Kevin Hornbeck Hon
Jim Everhart –
Dennis Everhart –
Mike Carnagie Yam
Larry Thompson Ind
100 CLASS
D MAIN
Tim Tevis Suz
C MAIN
Perry Tonsgard Jr. –
B MAIN
Mark Hislop Kaw
Ben Thompson Suz
A MAIN
Darrel Hendrickson Kaw
Rick Witte Kaw
Chuck Anderson Kaw
125cc CLASS
D MAIN
Tom Cruickshank Yam
C MAIN
Jim Blain Bul
B MAIN
Rod Warren Yam
Rodger Davis Suz
A MAIN
Charles Strayer II Pen
Duane Hendrickson Mai
Todd Dearinger Hod
200cc CLASS
B MAIN
John Dieken Bul
A MAIN
Larry Copelan Bul
Steve Houtz Bul
Cub Nelson Yam
250cc CLASS
D MAIN
Bill Rowland Hon
C MAIN
Greg Irwin Mon
B MAIN
Duane Hendrickson Suz
Bob Davis Suz
A MAIN
Dave Ferrando Yam
Kurt Van Hansen Hon
Tom Cram Mon
OPEN CLASS
B MAIN
Guy Wilson Hon
Tom Johnson Bul
A MAIN
Jim Grace BSA
Tom Hartman Hus
Bill McDaniels Duc
TROPHY DASH
MINI–SMALL WHEEL
Rod Dunlap Mir
100cc CLASS
Rick Witte Kaw
125cc CLASS
Dave Haagenson Bul
200cc CLASS
Chuck Anderson Kaw
250cc CLASS
Dave Ferrando Yam
OPEN CLASS
Jim Grace BSA

GRAHAM TT'S
Graham Speedway
Graham, Wash.
May 28, 1971
By John Francis

NOVICE MAIN
Jim Einarrson H-D
Sam Martin Bul
Gary Pugh Yam
Alan Zanuzoski Bul
JUNIOR MAIN
Don Lipp Yam
Jerry Waller Tri
Tom Watterson Yam
Richard Washer Tri
EXPERT MAIN
Emil Ahola Tri
John Bromley H-D
Don McLeod Tri
Bob Fievez Nor

SCRAMBLES
Palo Alto M.C.
Morgan Hills, Calif.
June 6, 1971
By Bill Spencer

100 NOV.
Mike Murray Suz
Dick Gracia Hod
T. J. Brown Kaw
125 NOV.
Matt Rohr Yam
Kevin Griffin Yam
175 NOV.
John Solimine Yam
Monty Tavares Hon
125-200 JR.
Reg McChesney Bul
Rich Brown Bul
John Dawson Suz
200-250 NOV.
Jeff Hlebo Yam
Doug Wright Bul
Scott Williams Yam
250 JR.
Henry Sanchez Bul
Ron Valente Yam
Mike Kenyon Bul
250 EX.
John Gennai Bul
Pat McCaul Oss
Lee Seidel Bul
350 NOV.
Hector Cisneros Hon
Russ Barrett Hon
350 JR.
Craig Rogers Kaw
Charlie Ivie Bul
500 NOV.
Monte Tavares Yam
Jim Renfro Hus
500 JR.
Jim Decker Mon
Mike Kenyon Bul
350-500 EX.
John Silva CZ
650 NOV.
Fernando Sanchez Tri
Adam Sabedra Tri
650 JR.
Tony Gonzales Tri
Thorton Smith Tri
650 EX.
John Gennai Tri
Bill Landsborough BSA
Bruce Anderson Tri

TT SCRAMBLES
Canyon M.C.
Vallejo, Calif.
June 4, 1971
By James Brammer

100cc NOVICE FINAL
Mike Jennings Kaw
John Prince Kaw
214E Kaw
125cc NOV. FINAL
Mark Asbill Yam
Larry Forige Bul
Jerry Stonebraker Yam
175cc NOV. FINAL
Kelvin Deemer Bul
Mark Dunaway Ric
Rick Parkinson Kaw
200cc NOV. FINAL
Mark Asbill Bul
Mike Vestal Bul
Robert Vaughn Bul
250cc NOV. FINAL, A
Olen Stilwell Bul
Gary Beeman Yam
Hank Jouroain AJS
250cc NOV. FINAL, B
Ed Hausamann Bul
John Taylor Bul
James Joy Mon
350cc NOV. FINAL
Tom Hutzler Kaw
Ross Ross Hon
500cc NOV. FINAL
Kent Johnson AJS
Dave Masse Yam
Dave Souza Bul
650cc NOV. FINAL
Lee Gillespie BSA
387W –
125cc JR/EX. FINAL
Larry Drew Bul
75Z Yam
Dale Stetler Bul
200cc JR. FINAL
Pat Walker Bul
Danna Perri Bul
250cc JR. FINAL
Joe Heckmann Bul
Gregg Leopold Bul
Bob Hunt Bul
500cc JR. FINAL
Skip Doolittle –
Gary Newman Tri
Rodney Clark Bul
650cc JR. FINAL
John Borden Tri
Bob Johnstone Tri
250cc EX. FINAL
Larry Drew Bul
Rick Hocking Bul
Neil Koch Bul
500cc EX. FINAL
Rick Hocking –
Vic Sloan Mon
John Taylor Bul
650cc EX. FINAL
John Gennai Tri
Ken Helling Tri
Bill Budde Tri

ARA RACES
Soddard Wells, Calif.
June 5, 1971

UNDER 16
David Lasch Yam
Brad Morrow Yam
Mark Stevenson Suz
100cc CLASS
Scott Haislip Yam
Clinton Tarvin Suz
Mark Pekarovich Hon
125cc CLASS
Steve Plaisance Sac
Andy Kirker Yam
Pat Walker Yam
250cc CLASS
Troy Hollis Suz
Joe Jones Hus
Dennis DeCamp Hus
OPEN CLASS
Dick Breker Hus
Paul Crawford Hus
Jim Vissering Hus

SCRAMBLES
Hayward, Calif.
June 5, 1971
By Bill Spencer

100 NOV.
Mike Jennings Kaw
Randy Gibbs Kaw
Greg Leopold Yam
125 NOV.
Chuck Kole Yam
Mike Moore Bul
Bob Hammond Suz
100-125 AM/EX.
Alex Jorgensen Kaw
175 NOV.
Kelvin Bremer Bul
Steve Moulton Bul
Kent Sterner Oss
200 NOV.
Ron Kole Bul
200 JR.
Glenn Thurman Bul
Ron Self Bul
Garu Tonda Bul
250 NOV. "A"
Neil Gregor Oss
Bob Hutton Bul
Frank Nye Bul
250 NOV. "B"
Bruce West Kaw
Roland Kutaka Oss
Doug Wright Bul
250 JR.
Ron Valente Bul
Ken Johnson Bul
Leon Gulsow Bul
250 EX.
John Gennai Bul
Pat Hennen Bul
Mike Renslow Bul
350 NOV.
Ed Nunes Hon
Todd Olson Hon
Dave Schlocker Hon
350 JR.
Dennis Cummings Hon
Greig Fambrini Hon
500 NOV.
Tom Saunders Bul
Steve Shaw Mon
Bruce Rast Mon
500 EX.
Pat McCaul Mon
Rick Hocking Mon
Vic Sloane Mon
650 NOV.
Larry Trantham BSA
650 JR.
Rich Beers Tri
Dave Friediani Tri
650 EX.
Bub Smith Tri
Fred Cziska Tri
Dan Hughes Tri

TT SCRAMBLES
Elsinore Raceway
Elsinore, Calif.
June 5, 1971
By Dottie Hampton

MINI
T. McWhorter Yam
M. Bruno –
POWDER PUFF
D. Jones Kaw
I. Byrnes Yam
100 NOV. NOV.
R. Goodin Kaw
R. Stone –
125 NOV. NOV.
D. Brown Yam
P. Marovich Yam
E. Heise Hon
100 NOV.
D. Vaughn Kaw
J. Dalton Kaw
K. Doyle Suz
125 NOV.
E. Farrand Yam
A. White Yam
F. Sevy Yam
200 NOV.
L. Kosch Bul
J. Dorrell Kaw
250 NOV.
D. Waffle Oss
A. Close Oss
D. Ellison Bul
500 OPEN NOV.
J. Wilhoit Mai
J. Rees Yam
SPEC. NOV.
J. Pennington Bul
S. Wybenga Bul
100 EX.
D. Edge Kaw
D. Young Kaw
125 EX.
R. Dobbins Yam
B. Butt –
250 EX.
C. Soderton Bul
R. Smith Bul
G. Mitchell Oss
500 OPEN EX.
E. Steffen Mai
T. Berry Tri
SPEC. EX.
T. Berry Tri
H. Cheetwood Bul
SWEEPSTAKES
T. Berry Tri

PRO. TT
Mt. St. Helens M.C.
Castle Rock, Wash.
May 29, 1971
By N.A. Williams

EXPERT T.D.
Bill Elder Tri
Terry Dorsch Tri
Mark Williams Tri
EXPERT MAIN
Chuck Joyner Tri
Paul Bostrom Tri
Terry Dorsch Tri
JR. T.D.
Randy Scott Tri
Gary Kapus Yam
Don Noble Tri
JR. MAIN
Tony Perella Nor
Tom Phillips Tri
Don Lipp Yam
NOV. T.D.
Steve Baker Yam
Jim Einarsson H-D
Fred Siegel Yam
NOVICE MAIN
Eric Warner Bul
Fred Siegel Yam
Dave Ditter Yam

MOTOCROSS
Bend, Ore.
May 30, 1971
By Larry Ulrich

BEGINNERS CLASS
Dennis Pickles Hod
Stacy Stevens Yam
Steve Stotesbury Hon
125 CLASS
Don Emler Ric
Rick Limbeck Ric
John Mitchell Yam
250 CLASS
Keith Nerseth Mai
Randy Limbeck Mai
Mike Ahalt Hus
OPEN CLASS
Ray Crawford Mai
Homer Mosley Yam
Ron Long Suz

PRO TT
Graham Speedway
Graham, Wash.
May 30, 1971
By Dick Sjoboen

NOV. TD
Steve Baker Yam
JR. TD
Randy Scott Tri
EX. TD
Chuck Thielke Tri
NOV. SEMI 1
Fred Siegel Yam
Eric Warner –
Dan Thomas Bul
NOV. SEMI 2
Dan Mangano Yam
Alan Zanozowski Bul
George Leonard –
JR. SEMI
Jerry Wahler Tri
Tom Sawyer Tri
Mike Hannula Tri
NOV. MAIN
Steve Baker Yam
Jim Einarson H-D
Sam Martin Bul
JR. MAIN
Randy Scott Tri
Randy Skiver Tri
Don Lipp Yam
EX. MAIN
Mark Williams Tri
Jim Jones Tri
Terry Dorsch Tri

PRO TT
Oregon Sidewinders
Clackamas, Ore.
June 4, 1971
By N.A. Williams

EXPERT TROPHY DASH
Jim Jones Tri
EXPERT MAIN
Jim Jones Tri
Ed Herrmann Tri
Sonny Burres Tri
Bill Elder Tri
Jimmie Smith Tri
Ike Reed Tri
Squire Tomasie Tri
Joe Herndon Tri
Chuck Joyner Tri
Glen Adams Nor
JR. TROPHY DASH
Gary Kapus Yam
JR. MAIN
Gary Kapus Yam
Chuck Voss Tri
Neal Hulet Tri
Mike McCall Tri
Mike Hannula Tri
Don McShane Tri
Jerry Lambert Tri
Charly Sheffel H-D
NOV. TROPHY DASH
Steve Baker Yam
Eric Warner Bul
Fred Siegel Yam
Forest Hiner Bul
George Leonard Yam
Larry Goodman Bul
Dennis Fromm Kaw
Keith Dunn Kaw
Ron Olson Kaw

EUROPEAN SCRAMBLES
Coachella M.C.
May 23, 1971
Official

100cc
John Rodgers
Gary Sult
Wesley Arita
125cc
Bill Tarling
Bob Kuleck
Greg Turk
250cc
John McManus
Jack Ross
Mark Windsor
OPEN
Bob Kuleck
Jim Francis
Brian Cross

MOTOCROSS
Strasbury, Colo.
June 6, 1971
By B. Harrington

125 EXPERT
Bruce Sass Car
David Hamby Yam
Ron Lewis Yam
125 SPORTSMAN
James Lewis Yam
Larry Wilson Bul
David Worrell Bul
250 EXPERT
Jim Wicks Mai
Gary Chase Hus
Bill Osthoff Yam
250 SPORTSMAN
Lee Porter Hus
Doug Cambell Hus
Jim Wagner Bul
500 EXPERT
Gary Myers Hus
John Meyer Hus
Mike Lee Hus
500 SPORTSMAN
Chuck Lunde Hus
Don Fox Hus
David Curtis Yam

SCRAMBLES
Oregon Sidewinders
Clackamas, Ore.
June 5, 1971
By N.A. Williams

100cc BEGINNERS TD
Jeff Celorie Kaw
BEG. MOTO
Jeff Celorie Kaw
Doug Ringer Hon
Kim Downey Hon
100cc TROPHY DASH
Rupert Dykstra Kaw
A MAIN
Rupert Dykstra Kaw
Ricky Graves Kaw
Bill Ehrens Kaw
B MAIN
Pete Simonson M-B
Don Smith Suz
C MAIN
Glen Parker Hon
200cc TROPHY DASH
Ron Denny Bul
A MAIN
Don Dodge Kaw
Ron Denny Bul
Chuck Brown Yam
B MAIN
Pete Simonson Yam
Gary Noren Yam
C MAIN
Jim Chapman Yam
250cc TROPHY DASH
Robby Ohge Mon
A MAIN
Ricky Graves Bul
Mike Bailey Oss
Doc Harmon Kaw
B MAIN
Steve McCabe Kaw
Larry Verdorn Bul
C MAIN
Jim Walden Yam
500cc TROPHY DASH
Doc Harmon Kaw
A MAIN
Doc Harmon Kaw
Don Dodge Kaw
Pete Boden Mon
B MAIN
Howard Bushman BSA
Bill Beatty Hus
OPEN TROPHY DASH
MIke McCall Tri
A MAIN
Mike McCall Tri
Jim Oliver Tri
Jim Tallman Tri
B MAIN
Ed Tanner Tri
Jerry Callahan BSA

MOTOCROSS
Motosport Park
San Antonio, Texas
June 6, 1971
By Pete Szilagyi

100 JR.
Rex Easley Hon
Jack Withers Kaw
125 JR.
Billy Goss Hon
Gene Hooker Met
Ron Shade Bul
250 JR.
Robert Abbott Mai
Jim Walker Hus
Jim Graham Bul
125 EXPERT
Gary Bigley Yam
Tim Wagstaff Pen
Don Oates Yam
250 EXPERT
John DeSoto Mai
Jack O'Leary Mai
Charles Eckhart Bul
OPEN EXPERT
Scott Elliot CZ
Riachrd Bigley Mai
Jeff Clark Hus

TT SCRAMBLES
Elsinore Raceway
Elsinore, Calif.
May 29, 1971
By Dottie Hampton

MINI
Z. Barrett Hod
M. Tidwell Hod
T. McWhorter Yam
POWDER PUFF
D. Jones Kaw
I. Byrnes Yam
100 NOV. NOV.
M. Thompson Suz
R. Stone –
M. Perry Yam
125 UP NOV. NOV.
P. Corona Yam
M. Weber Bul
100 NOV.
J. Courll Hon
C. Johnson Kaw
D. Vaughan Kaw
125 NOV.
D. McWhorter Yam
G. Kauffeld Yam
J. Hazelwood Bul
200 NOV.
J. Dorrell Kaw
M. Anderson Yam
250 NOV.
D. Quick Yam
J. Rees –
T. McHugh Kaw
500 OPEN NOV.
G. Lane Mai
J. Rees Yam
SPEC. NOV.
B. Idom Bul
A. Close Oss
T. McHugh Kaw
100 EX.
M. Laney Hod
B. Smith Kaw
D. Edge Kaw
125 EX.
J. Brockman Kaw
R. Dobbins Yam
250 EX.
C. Denning Bul
B. Morse Yam
500 OPEN EX.
J. Sprague Ric
J. Hoffard –
SPEC. EX.
E. Mitchell Yam
J. Sprague Ric
B. Morse –
SWEEPSTAKES
J. Brockman Kaw

BAJA 500 RACE
June 9, 10, 1971
Ensenada, Cal.
By Ron Schneiders

125cc CLASS		
Gene Cannady, Max Switzer	DKW 125	12:40
Eric Jensen, Steve Hurd	DKW 125	13:31
Cecil Oswald, John McDonald	Kaw 125	16:41
Dave Rheume, John Rossi	Yam 125	18:28
Bob Hunter, Jeff Heininger	DKW 125	19:16
Luis Guzman, Manual Olmeda	Car 125	20:11
OVER 125cc CLASS		
J.N. Roberts, Malcolm Smith	Hus 400	11:59
Bon Bishop, Dick Hansen	Kaw 350	13:20
Gary Jones, DeWayne Jones	Yam 250	13:29
Mike Patrick, Phil Bowers	Yam 360	14:32
Niles Ussery, Horace Gunn	Tri 650	15:15
Ken Renick, Scott King	Yam 360	15:27
Billy Silverthorne, Gene Fetty	Hon 350	15:40
Mickey Quade, Kim Gifford	Hus 400	16:52
Rick Owne, Leo Forlich	Yam 250	18:10
Corky Berhle, Bob Sizer	Yam 351	18:33
Don Graves, Alan Masek	Kaw 350	19:17
Armand Capprio, Ron Stacy	Yam 360	19:39
Terry Hildebrand	Hon 325	20:01
Frank Danialsen, Peter Breun	Tri Sidehack	20:11

MOTOCROSS
Indian Dunes Park
Valencia, Calif.
June 13, 1971 (P)
By Grout

POWDER PUFF	
Janice Kline	Ric
Rebecca Solomon	Yam
Elmira Slaton	Bul
OLD-TIMERS	
Joe Rose	CZ
Dana Wilson	CZ
Don Sievewright	CZ
100 JR.	
Larry Mayer	—
Robert Elliott	Hod
Robert Smith	Ric
125 SR.	
Dave Rodgers	Bul
Don Emler	Ric
Eddie Cole	Ric
125 JRS. DIV. 'A'	
Jon Hagar	Bul
Rick Salmon	Yam
Mike Pennington	DKW
125 JR. DIV. 'B'	
Tom Claire	CZ
Kenny Cook	Yam
Richard Kaeding	Ric
250 SR.	
Tom Rapp	Bul
Dave Rodgers	Bul
Mike Runyard	Mon[
250 JR. A	
Frank Rowe	Oss
Rick Jones	CZ
John Hagar	Bul
250 JR. 'B'	
John Egizi	CZ
Rich Davis	Bul
Toby Taki	Mon
OPEN SR.	
Jim West	Hus
Tim Hart	Mai
Richard Franklin	CZ

DIRT DIGGERS MOTOCROSS
Rough Riders Park
Simi, Cal.
June 13, 1971

125cc JR. DIV. I	
Randy Whiteaker	Yam
Bill Postel	Yam
Larry Hentschel	Ric
DIV. II	
David Kolbe	Ric
Elliot Brainard	DKW
Bruce McCloud	Bul
250cc JR. DIV. I	
Gene L. Ramsey	Mai
Jeff Wecker	CZ
Donald Ryan	Oss
DIV. II	
Scott Hendrickson	Bul
Randy Berkely	Mai
Rich Tingston	AJS
OPEN CLASS	
Richard Duncan	Hus
Michael Van Dusen	Hus
Doyle Jester	Mai
125cc AM/EX.	
Wm. Payne	Yam
John Rice	Puc
Ted Nowak	Yam
POWDER PUFF	
Joan Wilson	Puc
Cherry Stockton	Bul
Pat Closson	Ric
250 AM/EX.	
Wm. Payne	Yam
Tony Rogers	Mai
Steve Scott	Bul
SIDE HACKS	
Craig Tomlins/ Davis Hurley	BSA
Jerry Person/Tom Darby	Tri
John Palfreyman/ Marvin Tomlinson	Wasp
500 OPEN CLASS	
Ccott Smith	Yam
Bob Archer	Mai
Larry Bird	Yam

HRA MOTOCROSS
Niguel Series
395 Cycle Park
Adelanto, Calif.
June 13, 1971

100 NOV.	
Jack Boone	H-D
Jerry Lowell	Hod
Robert Williams	Hod
125 NOV.	
Mike West	Suz
Dan D'Amico	Yam
Richard Bellamy	Bul
250 NOV.	
Randall Martin	Yam
Ready Fredricksen	Bul
Dennis Peck	—
OPEN NOV.	
Frank McNabb	
Richard Sudyam	
Rick Remelin	
125 X	
Jack Riggi	
Mark Dobbs	
Bill Henderson	
250 X	
Gary Cochell	
Marshall Jennings	
Derek McCleish	Yam
OPEN X	
Casey Calendar	

MEMORIAL WEEKEND RACE
Drifters M.C.
May 30-31, 1971
By J.K. Lacey

MAY 30, 1971
100 T.D.

Rick Graves	Kaw
A MAIN	
Rupert Dykstra	Kaw
Joe McCoy	Kaw
Gary Fisher	Kaw
B MAIN	
John Allen	Kaw
Adron Lewis	Kaw
John McElheran	Kaw
C MAIN	
Steve David	Kaw
Butch Keksi	Kaw
200 T.D.	
Jim Curtis	Bul
A MAIN	
Charlie Brown	Yam
Dave Kennedy	Yam
Mickey Pfeiffer	Kaw
B MAIN	
Gordon White	Bul
Robert Taylor	Yam
Mitch Kelly	Hon
C MAIN	
Joe Dyer	Kaw
250 T.D.	
Rick Graves	Bul
A MAIN	
Alan Mundt	Kaw
Rick Graves	Bul
Charlie Brown	Yam
B MAIN	
Frank Short	Suz
Mike LaDouceur	Kaw
Ed Richardson Jr.	Yam
C MAIN	
Riahrd Long	Bul
Jim Allaway	Yam
500 T.D.	
Doc Harmon	Kaw
A MAIN	
Dock Harmon	Kaw
Alan Mundt	Kaw
Larry Crews	Bul
B MAIN	
Robert Taylor	Yam
Ray Fisher	Hus
Steve Johnston	Kaw
OPEN T.D.	
Monty Crews	Tri
A MAIN	
Jim Gale	Tri
Monty Crews	Tri
Phil Austin	H-D
OPEN B MAIN	
Jerry Callihan	BSA
Ed Richardson	Tri
Roger Bolden	BSA

MAY 31, 1971
100 T.D.

Rick Graves	Kaw
A MAIN	
Rick Graves	Kaw
Rupert Dykstra	Kaw
B MAIN	
John Allen	Kaw
John McElheran	Kaw
Ken Shanahan	Kaw
C MAIN	
Ken Bright	Kaw
200 T.D.	
Jim Curtis	Bul
A MAIN	
Jim Curtis	Bul
Dave Allaway	Bul
Dave Kennedy	Yam
B MAIN	
Don Faber	Bul
John Allen	Kaw
C MAIN	
Jim Allaway	Yam
C MAIN (2nd)	
500cc T.D.	
Doc Harmon	Kaw
A MAIN	
Alan Mundt	Kaw
Doc Harmon	Kaw
J. Lacey	Tri
B MAIN	
OPEN T.D.	
J. Lacey	Tri
A MAIN	
Jim Gale	Tri
J. Lacey	Tri
Monty Crews	Tri
OVERALL WINNERS	
100cc	
Rick Graves	
200: Jim Curtis	
250: Rick Graves — Alan Mundt (tie)	
500: Dock Harmon	
Open: Monty Crews	
Jim Gale (tie)	

ASCOT
HALF-MILE
Ascot Park
Gardena, Calif.
June 11, 1971 (P)

NOV. MAIN (3:15.13)	
Steve Nichols	Yam
Scott Brelsford	Yam
Gary Caldwell	Bul
JR/EX. MAIN 5:54.84	
Mel Lacher	Nor
Lloyd Houchins	BSA
Ron Moore	Tri
TROPHY DASH 1:11:23	
Mel Lacher	Nor
Chuck Hart	Yam
FAST EX. TIME	
Lloyd Houchins 23.38	BSA
FAST JR. TIME	
Tim Wolf 23.83	Tri

AMA 100-MILE ROAD RACE
Loudon, N.H.
June 13, 1971

NATIONAL	
Mark Brelsford	H-D
Kel Carruthers	Yam
Dick Mann	BSA
Yvon DuHamel	Kaw
Gene Romero	Tri
Robert Winters	Kaw
Cal Rayborn	H-D
Don Emde	BSA
Jim Rice	BSA
Walt Fulton	Kaw
Dave Aldana	BSA
Don Castro	Tri
Frank Camillieri	Yam
Dwayne McDaniels	Yam
Dave Smith	Yam
Dave Damron	Kaw
Mert Lawwill	H-D
Larry Schafer	H-D
Chuck Palmgren	Yam
John Hateley	Tri
JR. 50-MILER	
Loyal Penn	Yam
Mike Lane	Kaw
James Allen	Yam
99	Yam
Robert Sharp	Yam
Ted Sturgis	Kaw
John Nash	Yam
Manuel Redbord	Hon
Rudy Galindo	Yam
John Ciener	Kaw
NOV. 50-MILER	
Howard Lyngaard	Yam
Terry Gindele	Yam
John Long	Yam
Doug Teague	Yam
Dave Peters	Yam
COMBINED 250	
Kel Carruthers	Yam
Jerry Green	Yam
Cal Rayborn	Yam
Loyal Penn	Yam
Ken Roberts	Yam
Dave Damron	Kaw

AFM ROAD RACE
Norton GP
Orange Co. Internt'l Raceway
June 13, 1971

250 PRODUCTION	
Dick Fuller	Suz
Bill Donnally	Suz
Jay Littleton	Suz
200 PRODUCTION	
Rod Murufas	Oss
John Hewitt	Yam
125 PRODUCTION	
JOhn Chermak	Suz
Jim Ball	Hon
Don Green	Kaw
50 G.P.	
Jim Evans	Suz
200 GP	
Norm Schmiott	Hon
John Hewitt	Yam
175 GP	
Colin Jones	Yam
Dan White	Bri
125 GP	
Steve Froschauer	Yam
Mike Slaughter	Yam
Roger Hagie	Bul
100 GP	
Norm Fraijo	—
Jim Ball	Hon
Kent Rockwell	Kaw
Robert Brooker	Yam
OPEN PRODUCTION	
George Kerker	Nor
Jack Simmons	Nor
Bill Manley	Nor
500 PRODUCTION	
Art Friedman	Kaw
350 PRODUCTION	
Alan Barbic	Hon
Tom Page	Kaw
Al Maddox	Hon
250 GP	
Marty Lunde	Yam
John Green	Yam
Mike Summers	Yam
THUMPER CLASS—500	
Lory Johnson	BSA
250	
Rod Murufas	Oss
Ted Vanderkolk	VDK
Jackie Simmons	Duc
50	
Jay Littleton	Hon
SIDECAR	
D.Hummer/ Gulbranson	H-D
D. Auer/Garnett	Kaw
Roesch/Burchards	H-D
350 GP	
Barry Roberts	Yam
Alex Taylor	Yam
Joe Wertheimer	Hon
OPEN GP	
Geo. Kerker	Nor
Mike Wosniak	Yam
Bill Donnally	Nor
500 GP	
Steve Froschauer	Kaw
Art Friedman	Kaw

HRA TT
Huntington Beach, Calif.
June 13, 1971

100 NOV.	
Roy Widner	Kaw
Jack Freeman	Kaw
Chris Morland	Kaw
125 NOV.	
Tim McCool	Yam
Gary Drake	Kaw
Vern Maxwell	Bul
250 NOV.	
Bob Gonzales	Bul
Rick Hutchins	Bul
Richard Lizardo	Bul
350 OPEN NOV.	
Dave Yaryan	Tri
Don Williams	Mon
Brian McMillan	Yam
100 EX.	
Richard Sweaney	Kaw
Bob Sanders	Kaw
Dennis Briggs	Kaw
125 EX.	
Richard Sweaney	Kaw
Tim McCool	Yam
Bob Sanders	Kaw
250 EX.	
Bob Goodman	Bul
Bob Gonzales	Bul
Cary Tanner	Mai
350 OPEN EX.	
Tom White	Tri
Mike Posey	Tri
Robert Ledford	Tri
SPECIAL EX.	
Tom White	Tri
Danny Hockie	Oss
Dan Carlton	Oss

SPEEDWAY
Orange Co. Fairgrnds.
Costa Mesa, Calif.
June 11, 1971
By Mike Capalite

1st DIV. III MAIN	
Dick Cochran	Jaw
Rod Parsons	Jaw
Dave McMahon	Jaw
Ron Stewart	Jaw
2nd DIV. III MAIN	
Guy Waterson	JAP
Dick Brewer	Jaw
Dub Ferrel	Jaw
Ernie Harmon	JAP
Willie Eisele	JAP
Bob Herz	JAP
FEATURE MATCH RACE	
Ed Williams	Jaw
Sumner McKnight	JAP
DIV. II MAIN EVENT	
Mike Curoso	JAP
Nick Nicolaides	JAP
Bruce Flanders	JAP
Kurt Lewis	Jaw
MINI-ENDURO MATCH	
Gene Woods	Yam
Jeff Ward	Yam
Allen Daniels	Yam
HANDICAP CONSOL.	
Sumner McKnight	JAP
Larry Moon	JAP
Don Cullum	JAP
Norm Elledge	Jaw
HANDICAP MAIN EVENT	
Rick Woods	Jaw
Sonny Nutter	Jaw
Steve Bast	Jaw
Jim Gresham	Jaw
SCRATCH CONSOL.	
John Fishburn	Jaw
Jim Gresham	Jaw
Larry Shaw	Jaw
Don Cullum	JAP
SCRATCH MAIN EVENT	
Rick Woods	Jaw
Bill Cody	Jaw
Sonny Nutter	Jaw
Steve Bast	Jaw

TROJAN SPEEDWAY
Official
June 10, 1971
By Art Loya

100 TT	
Bob Sanders	Kaw
Tom Doty	Hon
Jeff Sexton	Kaw
125 TT	
Tom Doty	Hon
Bob Sanders	Kaw
Dan Corbett	Bul
250 TT	
Danny Corbett	Bul
Jeff Sexton	Mai
Dale Hopkins	Bul
Steve Scott	Bul
Rick Isbell	Oss
100 F.T.	
Bob Sanders	Kaw
Tom Doty	Hon
John Carbone	Kaw
Marv Heemsbergen	Kaw
Jeff Sexton	Kaw
125 F.T.	
Bob Sanders	Kaw
Dan Corbett	Bul
Jeff Sexton	Kaw
Ron Byrd	Kaw
Bruce Nordstrom	Yam
250 F.T.	
Chris Smith	Mon
Jeff Sexton	Mai
Steve Scott	Bul
Dale Hopkins	Bul
Tom Warren	Bul
100 TT T.D.	
Bob Sanders	Kaw
125 TT T.D.	
Bruce Nordstrom	Yam
250 TT T.D.	
Jeff Sexton	Mai
100 F.T. T.D.	
Bob Sanders	Kaw
125 F.T. T.D.	
Bob Sanders	Kaw
250 F.T. T.D.	
Dale Hopkins	Bul

CMC MOTOCROSS
Carlsbad Raceway
Carlsbad, Calif.
June 13, 1971 (P)
By Kelvin Franks

100 JR.	
C. Johnson	Kaw
D. Buzza	Bul
B. Ponse	Kaw
125 JR. I	
M. Roth	Pen
D. Menziner	Bul
R. Benson	Bul
125 JR. DIV. II	
C. Bower	Pen
G. Owen	Ric
D. Pasley	DKW
250 JR. DIV. I	
W. Young	CZ
B. Allen	Mai
G. Osborne	Oss
250 JR. DIV. II	
P. Schulz	Ric
J. Grottola	Mai
K. Graham	Oss
500 JR. DIV. I	
B. Miller	CZ
B. Smith	CZ
M. Anderson	Hus
500 JR. II	
T. Sisco	Mai
B. Madden	CZ
R. Mayne	Suz
125 EXPERT	
J. Beauchamp	DKW
M. Hoffman	DKW
D. Davis	Bul
125 INTER.	
G. Reber	DKW
B. Porter	Bul
M. Selton	Bul
250 INTER.	
K. Ratzloff	Mon
J. McDonald	Kaw
S. Ericson	Mon
250 EXPERT	
B. Urban	Mai
D. Boydstun*	Mai
R. Staten*	CZ
*tied	
500 INTER.	
C. Rouse	CZ
A. Newsom	Suz
R. Perry	AJS
500 EXPERT	
R. Roche	Mai
J. Witte	CZ
B. Rhoades	Hus

DUAL EUROPEAN SCRAMBLES
June 13, 1971
By Dick Wright

OPEN NOV.-VIEWFINDERS		
Jim Drake	500 Nov	Hus
OPEN EXPERT-VIEWFINDERS		
Rick Thorwaldson	500 Ex	Suz
Bill Bogner	500 Ex	Hus
Gene Cannady	500 Ex	Yam
Tom Clodt	500 Am	—
250 AM/EX.—VIEWFINDERS		
Larry Pfutzenreuter	250 Ex	Bul
Jeff Wright	125 Ex	Ric
Jim Brown	250 Ex	Bul
Dave Lewis	250 Ex	Kaw
Ken Buckspan	125 Ex	Bul
100 EXPERT-VIEWFINDERS		
Terry Clark	Ex	H-D
Mitch Mayes	Ex	H-D
Ken Buckspan	Ex	Yam
100 EXPERT-LOST ANGELS		
Terry Clark	Ex	H-D
Larry Roeseler	Ex	H-D
Mike Hayes	Ex	H-D
Rodney Roderic	Ex	H-D
Jim Watring	Am	Ric
OPEN NOVICE		
Bob Anglen	500 Nov	Hus
OPEN EXPERT-LOST ANGELES		
J.N. Roberts	Ex	Hus
Art Knapp	Ex	Hus
Chas. Curnutt Jr.	Ex	Hus
Jack Knebel	Am	Hus
250 AM/EX.-LOST ANGELS		
Jim Brown	Hus	
Dave Lewis	Kaw	
Rick Shirey	Yam	

CMC MOTOCROSS
Ascot Park
Gardena, Calif.
June 10, 1971 (P)
By Dick Wright

100 NOV.	
L. Mayer	Hon
D. Dornbos	Hon
R. Stephenson	Ric
125 EX.	
J. Wright	Ric
R. Benites	Ric
M. Garrett	Pen
125 INTER.	
J. Vandergeist	CZ
K. Zahrt	Bul
J. Steeber	Yam
125 JR.	
D. Jensen	Bul
M. Kranz	Yam
S. Lopez	Bul
250 EX.	
T. Hart	Mai
D. Hockie	Oss
D. Grant	AJS
250 INTER.	
M. Malone	AJS
R. Baxter	Mai
J. Peacock	CZ
250 JR.	
M. Skalil	Mai
M. Horstman	CZ
J. Laivka	Hus
500 EX.	
T. Hart	Mai
K. Markham	Hus
B. Hershey	CZ
500 INTER.	
R. White	Mai
R. Baxter	Mai
J. Robertson	CZ
500 JR.	
T. Simpson	Ric
R. Reinhard	Mai
D. Causey	Mai

OCRA MOTOCROSS
Oak Creek Ranch
Mojave, Calif.
June 13, 1971 (P)
Official

MINI ENDURO	
MIke Bruno	Yam
Abe Dick	Yam
Kelly Whi	Yam
POWDER PUFF	
Nancy Payne	Yam
Cheryl Acres	DKW
Kathleen Stout	Yam
100 JR.	
Scott McDoanld	Kaw
Larry Kreie	Ric
Dave Zahrt	Bul
125 JR.	
Greg Robertson	CZ
L. Baldwin	Yam
Steve Haag	Yam
125 SR.	
Ken Zahrt	Bul
Rick Brown	Car
Mike Garrett	Pen
250 JR.	
Jeff Harriott	CZ
Jim Burnett*	Bul
Tracy Oswell*	Ric
*tie	
250 SR.	
Jim O'Neal	Ric
Jim Wilson	CZ
Doug Grant	AJS
OPEN JR.	
Mark McDonald	Kaw
Greg Winkel	Hus
Russ Mortensen	Mai
OPEN SR.	
Bob Hershey	CZ
Russ Darnell	Suz
Bob Fisk	CZ

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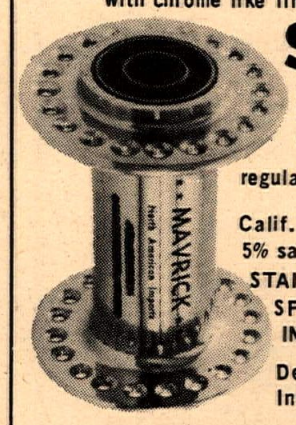

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Corona: A Continuing Saga

By Elaine Jones

The city's first and only motorcycle trail park is no more, thanks to William Smith of the Corona Planning Commission.

After a brief attempt to extend a temporary permit for a motorcycle park at Corona Raceway, owner Laura Lipari said she was withdrawing her application. Her comments came immediately after Commissioner William Smith said he did not feel a temporary permit was the proper type of application to be sought.

Smith said that in view of the amount of interest in the Raceway, a public hearing should be held, so anyone interested would have a chance to be heard. The opponents of the park who were present live one mile away across Riverside Freeway and were represented by two lawyers. One resident on the track side of the freeway was present.

Outside the meeting room, Mrs. Lipari said she would not apply for a conditional use permit for the motorcycle trail park. She said she would prefer just to let the whole thing drop. "I am tried of being harassed, let someone else decide what to do with the motorcycles. Let them have the hills. Let's see what they are going to do with the hills."

Mrs. Lipari was referring to the hilly land north of the racetrack on which the 150-acre proposed trail park was located.

At the time she sought her first temporary permit, there was considerable comment from residents that cyclists were already using the hills without permission.

She had said that a fenced park with only one entrance would keep cyclists in one controlled area. Part of the complaints about motorcycles have come from over the hills in the La Sierra area. Many of those coming from this area attend school at Loma Linda University, one of the most vocal complainers. The campus is three miles from the park but the students are not allowed to have bikes on campus so they rent garages in the vicinity and then ride the back way to the park.

The commission recently granted a 90-day temporary permit for the motorcycle trails to see how such a park would work out. That permit expired June 10.

The Liparis fenced the property before the park was opened, put in sanitary facilities and obtained insurance. It has operated for several weekends.

Mrs. Lipari said, referring to members of the C&H Mini-Mites who were present, "I don't want these children used as pawns for anyone's political ambutions."

After she withdrew her application, she said she had originally intended to apply for a permanent permit as suggested by Smith. She was advised by two city officials, however, to try for a temporary permit rather than a permanent one. "I wish you would make up your mind what you want to do," she said.

During a break by the Commission, Smith elaborated on his feelings about motorcycles and at this time stated cycle riders do not vote. He would not state where he got his information. He was told by a cycle enthusiast to wait until the next election.

The children were also fired upon outside the hearing room when they asked opponents of the park what they had against mini-bikes. One lady went out of control screaming actions like asking people is what gave them their image and that they were rude and had no manners. The next day they went on the local radio talk show on KPRO and said the children had harassed the adults. This reporter placed a phone call to their attorney who was standing with them and asked if the children had behaved in the way alleged and he denied it saying they had behaved very well.

The motorcycle trail park is separate from the racetrack itself, which has been the subject of action by the county.

The county Board of Supervisors, several weeks ago, instructed District Attory Byron Morton to order the raceway to halt night and Sunday racing. Because the track is within the City of Corona, however, City officials have questioned whether the county board has any jurisdiction over the track.

City Attorney Robert Timlin said the applicant could apply at any time for a conditional use permit.

AMA SETS 30 DAY LEAD TIME FOR RACING EQUIPMENT APPROVAL

To facilitate proper processing of approved modified production racing equipment, the AMA has established a minimum lead time for submissions of equipment to be approved.

All equipment approval forms must be properly submitted and arrive at the AMA home office, 5655 North High Street, Worthington, Ohio 43085, 30 days prior to the first event in which such equipment is to be approved. This is an alteration of a former procedure whereby equipment could be approved up to the day of the race.

(Continued from page 2)

MX, BCA. Bay Mare, Somis, Ca. 9:30 am. $5 mail, $8 post. D-37 pts. Entries close 6/16. 13902 Hamlin St., Van Nuys, Ca. 91401.

ROUGH SCRAMBLES, Sacramento Racing Assn. Campbell Ranch at Dixon, Ca. Limed from milk farm on I-80. 11 am, $2 ride/watch. 4555 Auburn Rd., Sacramento, Ca. 916/481-6560.

HARE SCRAMBLES, Hilltoppers. Limed from Lucerne Valley, Ca. 10 am. D-37 pts. 213/598-2650.

ALL-JUNIOR MX, Osteen's Park, Pomona, Ca. $5 mail (6/16), $10 post. 9:30 am. 11647½ Yorba Ave., Chino, Ca. 91710.

SCRAMBLES, Lodi Cycle Bowl, 5801 Morse Rd., Lodi, Ca. 95240. Noon. $2.50 ride/watch. Benefit.

MX, Cascade. 3 mi. W. of Bend, Ore., on Shevlin Park Rd. Gates 9 am, race 1. $2 entry, $1 gate. 1027 Harmon Blvd., Bend, Ore. 97701. 503/382-5759.

WEDNESDAY, JUNE 23

ACA TT/ST, El Toro, (Ca.) Spedwy, I-5 & El Toro Rd. $5 mail (6/21), $10 post. 7:30 pm. 714/774-3222.

SPEEDWAY, SRA. Kern Co. Frgnds, Bakersifled, Ca. 8:30 pm. Free parking, program. 213/793-1558.

BENEFIT MX, Inglewood Fireman's Assn. Ascot Pk., Gardena, Ca. 7:30 pm. $5 post, CMC lic. req'd.

THURSDAY, JUNE 24

CMC MX, Ascot Pk., Gardena, Ca. $5 post. Night. 213/323-9710.

ST, TT SCRAMBLES, Arena Pk. Rcwy, Lubbock, Tex. 8 pm. Hi-Plains Racing Assn. 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Spdwy, South Gate, Ca. Night. 213/862-0229.

FRIDAY, JUNE 25

½-MILE, Ascot Pk., Gardena, Ca. Night. 213/323-9710.

SPEEDWAY, Orange Co. GFrgnds, Costa Mesa, Cal. 8:15 pm. $2.50 adults, teeners $1.50, kids 50 cents. 213/793-3927.

SPORT SCRAMBLES, American Cyn., Vallejo (Ca.) Spdwy. 8 pm. $2 ride/watch. 'C' trac. 707/644-0741.

CLASS 'A' ST. Cal Expo, Sacramento, Ca. 8:15 pm.

PRO TT, Ore. Sidewinders. On Lawnfield Rd. nr. Clackamas, Ore. 8 pm. 503/659-1022.

SATURDAY, JUNE 26

MINI, SCMBA. Trojan Spdwy, South Gate, Ca. Noon. $3 post, $1 gate. 11 classes. 213/862-0229.

TT, Elsinore Race Track, Elsinore, Ca. 7:30 pm. Off Hwy 71.

SPORT ST, Valley, Cycleland Spdwy, 14 mi. S. of Chico, Ca. 8:30 pm. $2 ride/watch. 3 plates. 916/342-9302.

PRO ½-MILE, Agajanian Ent. Corona (Ca.) Rcwy. 8 pm. $1200 purse. Free parking. 714/735-1705.

SCRAMBLES, Shasta. Happy Valley Rcwy, 11 mi. W. of Anderson, Ca. 8 pm. $2 ride/watch. 916/365-7753, 365-1709.

PRO TT, Mt. St. Helens. Box 51, Castle Rock, Wash. 98611.

SUNDAY, JUNE 27

ACA MX, Saddleback Park. $6 mail (6/25), $13 post. $1 extra class. 10:30 am. 106 N. Claudina, Suite 312, Anaheim, Ca. 92805. 714/774-3222.

INTER-AMA MX, Indian Dunes, Valencia, Ca. $4000 purse.

TT SCRAMBLES, San Bernardino Valley. Elsinore, Ca. Signups: Ultra 7:30, LW 10, HW noon. D-37 pts. 714/822-2252.

AMA NATIONAL ½-MILE, Ohio State Fairgrounds, Columbus, Ohio. 20 laps.

HRA MX, Niguel Series. 395 Cycle Park, Adelanto, Ca. 10 am. $5.50 entry, $1.50 gate. Camp. 714/246-6109.

HRA TT, Huntington Beach (Ca.) Cycle Park. Entry $2.25, gate $1.50. Sign by 10 am. 714/246-6109.

CMC MX, Carlsbad (Ca.) Rcwy. Penton Series. $5 mail (6/22), $10 post. 10 am. Box 1402, Costa Mesa, Ca. 92626.

TT SCRAMBLES, Richmond Ramblers. Vallejo (Ca.) Spdwy. Noon. $2 ride/watch. 'C' Trac.

ACA TT/ST, South Bay Spdwy, San Diego, Ca. $5 post (150-Open), $3 post (125). License req'd. 714/774-3222.

MINI ST, MBWWRA. San Jose (Ca.) Frgnds. Use Rear Entrance. $2.50 race, $1 watch. Noon. Box AE, Campbell, Ca.

AMALIE 2000, SMRA. Triple-header, w/MX, drags, & road races. Green Valley Rcwy, N. of Fort Worth, Tex. 915/949-1030.

HARE SCRAMBLES, Lost Coyotes. Bird Springs area, limed north from Red Rock Cyn. $3.25, 9 am. D-37 pts. 805/942-2142.

ALL-JUNIOR MX, Bay Mare, Somis, Ca. $4 mail, $7 post. Box 371, Somis, Ca. 93066. 805/648-6501, 529-1872.

MX, Cal-Am. I-80 to Harbor Blvd., north to Hwy 16, left 3 mi. $4 entry, $2 gate. 11 am. 1325 15th St., Room B, Sacramento, Ca. 95814. 916/446-5059.

ACA ½-MILE/TT, South Bay Spdwy, San Diego, Ca. $5 post (250/Open), $3 post (125). License req'd. 714/774-3222.

WEDNESDAY, JUNE 30

ACA TT/ST, El Toro (Ca.) Spdwy, I-5 & El Toro Rd. $5 mail (6/28). $10 post. 7:30 pm. 714/774-3222.

SPEEDWAY, SRA. Kern Co. Frgnds, Bakersfield, Ca. 8:30 pm. Free parking, program. 213/793-1558.

THURSDAY, JULY 1

CMC MX, Ascot Park, Gardena, Ca. $5 post. Night. 213/323-9710.

ST/TT SCRAMBLES, Arena Pk, Rcwy, Lubbock, Tex. 8 pm. Hi-Plains Racing Assn. 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Spdwy, South Gate, Calif. Night. 213/862-0229.

FRIDAY, JULY 2

½-MILE, Ascot Park, Gardena, Ca. Night. 213/323-9710.

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. Adults $2.50, keen teens $1.50, kids 50 cents. 213/793-3927.

SPORT SCRAMBLES, American Cyn, Vallejo (Ca.) Spdwy. 8 pm. $2 ride/watch. 'C' Trac. 707/644-0741.

PRO TT, Ore. Sidewinders. On Lawnfield Rd. near Clackamas, Ore. 8 pm. 503/659-1022.

CLASS 'A' ST, Cal Expo, Sacramento, Ca. 8:15 pm.

SATURDAY, JULY 3

MINIS, SCMBA, Trojan Spdwy, South Gate, Ca. Noon. $3 post, $1 gate. 11 classes. 213/862-0229.

TT, Elsinore Race Track, Elsinore, Ca. 7:30 pm. Off Hwy 71.

SPORT ST, Valley, Cycleland Spdwy, 14 mi. S. of Chico, Ca. 8:30 pm, $2 ride/watch. 3 plates. 916/342-9302.

PRO TT, Mt. St. Helens. Box 51, Castle Rock, Wash. 98611.

PRO ½-MILE, Agajanian Ent. Corona (Ca.) Rcwy. 8 pm, $1200 purse. Free parking. 714/735-1704.

ST, Washoe Co. Frgnds Arena, Reno, Nev. 7:30 pm. 702/323-6055.

PENTON

RICK CLEMENTS—PENTON
Motocross, Placerville, Calif.
May 30-31, 1971
1st – 125 NOVICE DIV. I (Sunday)
1st – 125 NOVICE DIV. II (Monday)
Motocross, Placerville, Calif.
May 22, 1971
1st – 125 NOVICE DIV. II

CHRIS JACKSON—PENTON
Motocross, Rodriguez Dam, Tijuana, B.C., Mex.
May 23, 1971
1st – 125 JUNIOR
1st – 250 JUNIOR
1st – OPEN JUNIOR

KEITH WIGGONS—PENTON
Motocross, Placerville, Calif.
May 30-31, 1971
1st – 125 NOV. DIV. I (Monday)
Motocross, Placerville, Calif.
May 22, 1971
1st – 125 NOVICE DIV. II

KEVIN HENRY – PENTON
Motocross, Placerville, Calif.
May 30-31, 1971
1st – 125 JUNIOR/EXPERT (Monday)

JIM KERN – PENTON
1st – 125 NOVICE DIV. III (Sunday)
Motocross, Placerville, Calif.
May 30-31, 1971

JACK HICKS – PENTON
1st – 125 EXPERT
Motocross, Lockhart, Tex.
May 23, 1971

PETE CRANDALL—PENTON
1st – 125 EXPERT
Motocross, Desert Striders M.C.
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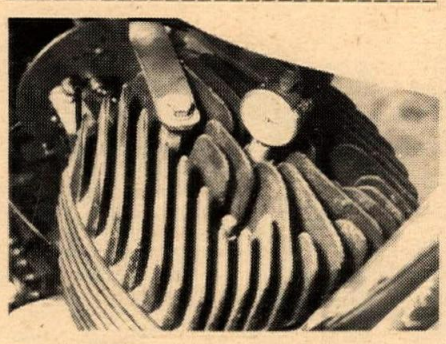

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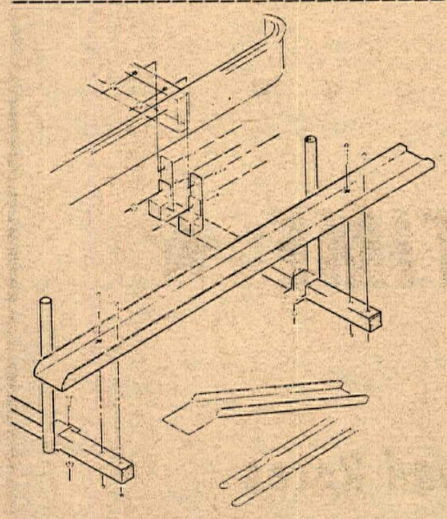

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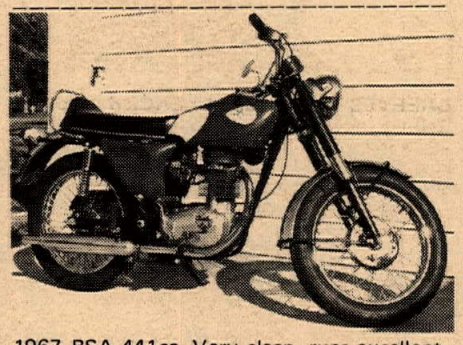

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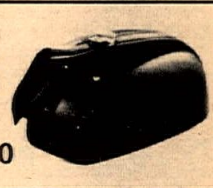

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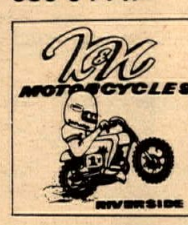

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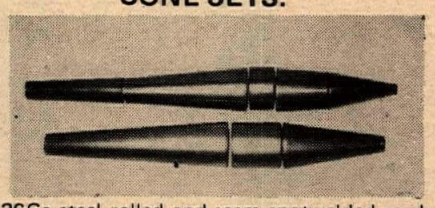

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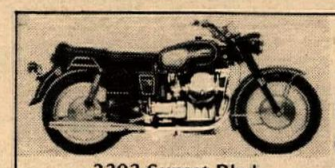

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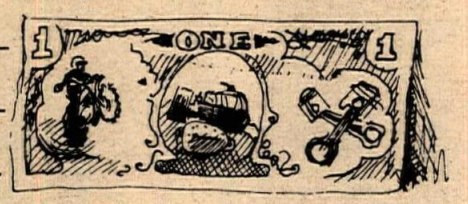

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